



# Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

YOU CAN AFFORD TO LOSE  
anything on earth except  
your eyesight.  
But that you must cherish as  
you would your most priceless  
possession and it will repay  
you for your care.  
We can supply you with lenses  
that will relieve and strengthen  
your eyes.  
**N. LAZARUS,**  
Optician,  
12, Queen's Road C.

79

No. 19,675.

號五十七百六千九萬一第

日二廿月五年酉辛

HONGKONG, MONDAY, JUNE 27th, 1921.

一拜禮 號七廿月六年十國民華中 PRICE, \$5 PER MONTH.

## INTIMATIONS

### JUST LANDED

ALLSOPP'S

BRITISH

PILSENER BEER

BREWED AND BOTTLED AT

BURTON-ON-TRENT

SOLE AGENTS:

CALDBECK,

MACGREGOR &

CO., LTD.

15, QUEEN'S ROAD CENTRAL

Tel. No. 76.

### CARTRIDGES!

NEWLY ARRIVED.

A large consignment of ELEY'S  
SPORTING CARTRIDGES, 12,  
16 and 20 bore, loaded with the Sportsman's  
favorite powders—E. C. and SMOKE-  
LESS DIAMOND.

THE HONGKONG SPORTING ARMS  
& AMMUNITION STORE,  
Nos. 5, 7, Resoumfield Arcade.

### A LING & CO.,

15, Queen's Road Central,  
HONGKONG.

### FURNITURE AND PHOTO GOODS STORE.

Glass Etching, Sign-Board and  
Mirror Maker.  
Canton Marble in Various Shades.  
Photographic Goods of Every Description  
in Stock.  
Developing, Printing and Enlarging  
Undertaken.  
Telephone 1218.

### FRENCH LESSONS

G. MOUSSON,

15, Morrison Hill Road.

### PEAK TRAMWAY CO., LIMITED.

#### TIME TABLE.

| WEEK DAYS.                               |      |
|------------------------------------------|------|
| 7.00 a.m. to 8.00 a.m. every 15 minutes. |      |
| 8.00 " " " " " " " " " "                 | 10 " |
| 9.30 " " " " " " " " " "                 | 15 " |
| 11.30 " " " " " " " " " "                | 15 " |
| 12.30 p.m. " " " " " " " " " "           | 10 " |
| 1.30 p.m. " " " " " " " " " "            | 15 " |
| 2.30 " " " " " " " " " "                 | 15 " |
| 3.30 " " " " " " " " " "                 | 10 " |
| 4.30 " " " " " " " " " "                 | 15 " |
| 5.30 " " " " " " " " " "                 | 10 " |
| NIGHT CARS.                              |      |
| 8.50 p.m. to 9.00 p.m. every 30 minutes  |      |
| 9.30 p.m. to 11.30 p.m. every 30 minutes |      |
| 11.45 p.m.                               |      |
| SATURDAYS                                |      |
| Extra Car—12 midnight.                   |      |
| SUNDAYS.                                 |      |
| 7.30 a.m.                                |      |
| 8.00 a.m. to 10.30 a.m. every 15 minutes |      |
| 10.30 " " " " " " " " " "                | 10 " |
| 11.30 " " " " " " " " " "                | 15 " |
| 12.00 noon " " " " " " " " " "           | 15 " |
| 1.00 p.m. " " " " " " " " " "            | 10 " |
| 5.30 " " " " " " " " " "                 | 10 " |
| 6.00 " " " " " " " " " "                 | 15 " |
| 6.30 " " " " " " " " " "                 | 10 " |
| NIGHT CARS                               |      |
| As on Week Days.                         |      |

SP. AL. CARS by arrangement at  
the Company's Office, Alexandra Buildings,  
Des Voeux Road.  
Season and punch tickets available for  
all cars, not already full, running at the  
time stated in the Company's time-tables,  
but not for special cars, can be obtained on  
application at the Company's Office. No  
Season ticket will be issued until payment  
thereof has been made in Bank Notes or  
by Cheque or Compro Order represent-  
ing Bank Notes.

## KOWLOON-CANTON RAILWAY.

### TIME TABLE.

On and after MONDAY, JANUARY 24th, 1921, until further Notice.  
(All previous Time Tables cancelled.)

#### DOWN TRAINS

| Stations         |      | No. 1 | No. 1a  | No. 2 | No. 3   | No. 4 | No. 5   | No. 6 | No. 7   | No. 8 | No. 9   | No. 10 | No. 11  | No. 12 | No. 13  | No. 14 | No. 15  | No. 16 | No. 17  | No. 18 | No. 19  | No. 20 |
|------------------|------|-------|---------|-------|---------|-------|---------|-------|---------|-------|---------|--------|---------|--------|---------|--------|---------|--------|---------|--------|---------|--------|
|                  |      | Local | Express | Local | Express | Local | Express | Local | Express | Local | Express | Local  | Express | Local  | Express | Local  | Express | Local  | Express | Local  | Express | Local  |
| CANTON (Sha Tin) | dep. |       |         | 7.30  | 7.45    | 7.50  | 8.00    | 8.15  | 8.30    | 8.45  | 8.50    | 9.00   | 9.15    | 9.30   | 9.45    | 9.50   | 10.00   | 10.15  | 10.30   | 10.45  | 10.50   | 11.00  |
| SHA TIN          | arr. |       |         | 7.30  | 7.45    | 7.50  | 8.00    | 8.15  | 8.30    | 8.45  | 8.50    | 9.00   | 9.15    | 9.30   | 9.45    | 9.50   | 10.00   | 10.15  | 10.30   | 10.45  | 10.50   | 11.00  |
| Shum Chun        | dep. |       |         | 7.35  | 7.50    | 7.55  | 7.65    | 7.75  | 7.90    | 8.05  | 8.15    | 8.30   | 8.45    | 8.60   | 8.75    | 8.85   | 9.00    | 9.15   | 9.30    | 9.45   | 9.55    | 10.05  |
| Shum Chun        | arr. |       |         | 7.35  | 7.50    | 7.55  | 7.65    | 7.75  | 7.90    | 8.05  | 8.15    | 8.30   | 8.45    | 8.60   | 8.75    | 8.85   | 9.00    | 9.15   | 9.30    | 9.45   | 9.55    | 10.05  |
| Shum Chun        | dep. |       |         | 7.40  | 7.55    | 7.60  | 7.70    | 7.80  | 7.95    | 8.10  | 8.20    | 8.35   | 8.50    | 8.65   | 8.80    | 8.90   | 9.05    | 9.20   | 9.35    | 9.50   | 10.00   | 10.10  |
| Shum Chun        | arr. |       |         | 7.40  | 7.55    | 7.60  | 7.70    | 7.80  | 7.95    | 8.10  | 8.20    | 8.35   | 8.50    | 8.65   | 8.80    | 8.90   | 9.05    | 9.20   | 9.35    | 9.50   | 10.00   | 10.10  |
| Shum Chun        | dep. |       |         | 7.45  | 7.60    | 7.65  | 7.75    | 7.85  | 8.00    | 8.15  | 8.25    | 8.40   | 8.55    | 8.70   | 8.85    | 8.95   | 9.10    | 9.25   | 9.40    | 9.55   | 10.05   | 10.15  |
| Shum Chun        | arr. |       |         | 7.45  | 7.60    | 7.65  | 7.75    | 7.85  | 8.00    | 8.15  | 8.25    | 8.40   | 8.55    | 8.70   | 8.85    | 8.95   | 9.10    | 9.25   | 9.40    | 9.55   | 10.05   | 10.15  |
| Shum Chun        | dep. |       |         | 7.50  | 7.65    | 7.70  | 7.80    | 7.90  | 8.05    | 8.20  | 8.30    | 8.45   | 8.60    | 8.75   | 8.90    | 9.00   | 9.15    | 9.30   | 9.45    | 9.60   | 9.70    | 9.80   |
| Shum Chun        | arr. |       |         | 7.50  | 7.65    | 7.70  | 7.80    | 7.90  | 8.05    | 8.20  | 8.30    | 8.45   | 8.60    | 8.75   | 8.90    | 9.00   | 9.15    | 9.30   | 9.45    | 9.60   | 9.70    | 9.80   |
| Shum Chun        | dep. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | arr. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | dep. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | arr. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | dep. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | arr. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | dep. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | arr. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | dep. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | arr. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | dep. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | arr. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | dep. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | arr. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | dep. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | arr. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | dep. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | arr. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | dep. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | arr. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | dep. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | arr. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | dep. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | arr. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | dep. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | arr. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | dep. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | arr. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | dep. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | arr. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | dep. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | arr. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | dep. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | arr. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | dep. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | arr. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | dep. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | arr. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | dep. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | arr. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | dep. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | arr. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | dep. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | arr. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | dep. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | arr. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | dep. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | arr. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | dep. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | arr. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Shum Chun        | dep. |       |         | 7.55  | 7.70    | 7.75  | 7.85    | 7.95  | 8.10    | 8.25  | 8.35    | 8.50   | 8.65    | 8.80   | 8.95    | 9.05   | 9.20    | 9.35   | 9.50    | 9.65   | 9.75    | 9.85   |
| Sh               |      |       |         |       |         |       |         |       |         |       |         |        |         |        |         |        |         |        |         |        |         |        |



# THORNYCROFT

JOHN L. THORNYCROFT &amp; CO., LIMITED.

SHIPBUILDERS AND ENGINEERS.

LONDON, SOUTHAMPTON AND BIRMINGHAM.

Shanghai Office: 10, Kiukiang Road.

15 B.H.P. 30 B.H.P. 50 B.H.P. Engines  
in Stock

For quotation apply—

SHANGHAI OFFICE.

## Wet Weather Requisites.

### Waterproofs

Lightweight, thoroughly Waterproof

\$25.00 \$37.50 to 48.50 each.

### Umbrellas

Strong, English Made

\$6.50 7.50 12.50 to 14.50 each.

New Season's Stock now showing at

MACKINTOSH

&amp; CO., LTD.

Men's Wear Specialists.

16, Des Vaux Road

Phone 29.



## HONGKONG HOTEL CO., LIMITED

OPERATING

HONGKONG HOTEL GARAGE

RUSSELL STREET GARAGE

REPULSE BAY GARAGE

Telephone No. 32

Telephone No. 652

Telephone No. 831

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA  
FOR

ROLLS ROYCE

STUDEBAKER CORPORATION

WHITE COMPANY

UNITED STATES RUBBER CO.

A. E. LE JEUNE

Car.

Car.

Commercial Trucks.

Tyres &amp; Rubber Goods.

Motor Car Mascots.

HEAD OFFICE AND SHOW ROOM IN PEDDER STREET.

1343

## HALF PRICE BARGAINS

EAT

## WHITEAWAY'S

GREAT RE-VALUATION SALE

4 DAYS ONLY

Monday, June 27th to Thursday, June 30th.

USUAL PRICE WHILE THEY LAST HALF-PRICE.

|         |                                                           |               |
|---------|-----------------------------------------------------------|---------------|
| \$ 3.75 | 400 yds. Double width Cretonnes good designs.             | \$ 1.95 yd.   |
| \$ 2.95 | 1,000 yds. Double width Repps and Bolton Sheerings.       | \$ 1.50 yd.   |
| \$ 2.50 | 1,500 yds. Single width Cretonnes Smart and good designs. | \$ 1.25 yd.   |
| \$ 5.00 | 80 doz. Champagne & Liqueur Glasses slightly clouded.     | \$ 2.50       |
| \$18.25 | 90 doz. Buckaback Towels extra strong quality.            | \$ 9.20       |
| \$47.50 | 300 pairs Real Witney Blankets for double beds.           | \$23.75 pr.   |
| \$39.50 | 250 English Made Combination Bed. 61 by 3 ft.             | \$19.75 each. |
| \$ 3.75 | 2,000 O' Cedar Mops. The real Thing. Need no description. | \$ 1.90 each. |
| \$ 1.75 | 100 Bedroom Water Bottles and Glasses.                    | 90 cts.       |

ALL REGULAR STOCK LESS 25%

WHITEAWAY, LAIDLAW & CO., LTD.,  
HONGKONG.

714

### COMPANY MEETING.

BANK OF EAST ASIA, LTD.

An extraordinary general meeting of the Bank of East Asia, Ltd., was held at its registered office, No. 2, Queen's Road Central, at 3 p.m., on Saturday, June 26th. The meeting was presided over by Mr. Fong Wai Tung and there were present the Directors of the Company and a number of shareholders.

The Chief Manager, Mr. Kan Tong Po, having read the notice convening the meeting.

The Chairman said:—Gentlemen,—You are called here to-day to consider the following resolutions in order to give authority to your Directors to increase the capital of the bank from two million to ten million dollars. Before I move the adoption of these resolutions I desire to make a few remarks showing the growth of the bank since its opening. The bank was organised and incorporated under the Hongkong Ordinances in November, 1918, and opened for business in the early part of January the next year. As reflected in some of the important alterations in the last balance sheet, the bank has been making remarkable progress since that date. A branch was established in Shanghai last year, and another was opened in Saigon recently. The bank has now secured its new premises in Hongkong which will be ready for occupation next month. Therefore, after careful consideration, your Directors are of opinion that the increase of the capital of the bank is absolutely necessary in view of the increased volume of business of the bank and its policy of establishing more branches in the near future. Although your Directors are seeking authority to increase the capital to 10 million dollars they propose now to issue shares up to 5 million dollars only. With these few remarks I beg to propose the adoption of the 1st resolution:—

That the Capital of the Company be increased to ten million dollars by the creation of 80,000 shares of \$100 each divided into five founder shares of \$100 each and 79,995 ordinary shares of \$100 each. The ordinary shares ranking pari passu as from the late of allotment (proportion of interest and dividend in respect of the same for financial year being calculated and payable from the date of allotment only) with the existing ordinary shares in the Company and the Founder shares ranking pari passu as from the date of allotment (proportion of interest and dividend in respect of the same for the financial year being calculated and payable from the date of allotment only) with the existing founder shares in the Company.

This resolution on being seconded by Mr. Fung Ping Shan, was unanimously carried.

The Chairman then proposed the second resolution:—

That the Agreement dated the 21st day of May, 1921, made between Kan Chiu Nam of the first part, Fung Ping Shan of the second part, Peter Kingson Kwok of the third part, Ng Chang Luk of the fourth part and Huynh Tai of the fifth part, Fong Wai Tung, Li Tse Fong, Chan Ching Shok, Kan Tong Po, Chow Shou Son, Kan Ying Po, Li Koon Chun, Wong Yun Tong and Mok Ching Kong of the sixth part, and the Bank of East Asia, Ltd., of the seventh part be and the same is hereby adopted, ratified and confirmed and the Directors be and are authorised to dispose of the five new founder shares and the 12,500 new ordinary shares in the said agreement referred to in manner provided for in the said Agreement.

This resolution on being seconded by Mr. Chow Shou Son was unanimously carried.

The Chairman then proposed the third resolution:—

That out of the remaining 97,495 new ordinary shares the Directors be and hereby are authorised to dispose of 17,495 shares at such time or times to such person or persons and upon such terms as the Directors may think fit.

This resolution on being seconded by Mr. P. K. Kwok was unanimously carried.

The Chairman then proposed the fourth resolution:—

That should the Directors in their absolute discretion be of the opinion that the financial position of the Company shall warrant it the Directors be and are authorised on the 30th day of June, 1931, to place a sum of \$500,000 out of the profits of the Company to the Reserve Fund thereby increasing the Reserve Fund to \$1,000,000 and at such time as the Directors shall deem advisable to capitalise the same and declare a bonus of \$50 per share on the shares of the Company at present issued and to satisfy such bonus by distribution amongst the persons who are registered as holders of the present issue of \$100 shares in the Company on a date to be hereafter settled by the Directors of the ordinary \$100 shares of the Company credited as fully paid up (being part of the aforesaid 17,495 new ordinary shares) in respect of every two shares of the Company held by such persons as aforesaid and in satisfaction of such aforesaid bonus.

This resolution on being seconded by Mr. Fong Wai Tung was unanimously carried.

The meeting concluded with the remark of the Chairman that according to the Articles of the Company no confirmatory meeting was required in regard to the resolutions passed at this meeting.

### KOWLOON CRICKET CLUB.

SUCCESSFUL OPEN-AIR CONCERT.

Saturday's concert organised by the enterprising Committee of the Kowloon Cricket Club introduced two new artists to the public and demonstrated anew the need there is for open-air band recitals. The conditions under which the concert was held were most favourable. The weather was everything that could be desired and the arrangements for the comfort of visitors well nigh perfect. Soft harmonies in colour effect added to the enjoyment of the very large audience which assembled, including a large contingent from the Hongkong side, whilst in addition to the programme of musical items, opportunity was afforded for obtaining refreshment of a very acceptable order, judging from the patronage accorded. The Band of the Wiltshire Regiment rendered a selection of items during the evening. Chief among them were Rossini's "William Tell," and a pot pourri of "Melodious Memories," both rendered in dashing style and a tribute to fine conducting.

Mr. T. G. Paterson opened the vocal part of the programme with the old favourite "My Old Shako," and in the second half gave "The Floral Dance" and "Shipmate o' Mine." As an interlude of Robeyian songs, Mr. F. Douglas was most successful and had to respond to encores each time he appeared. In the regrettable absence of Mrs. H. A. Jones, through indisposition, Miss Murphy, a young singer of promising attainments, appeared. She gave "A May Morning," "Dear Old Pal of Mine," and was accorded encores. Mr. F. H. Farthing, at the piano, contributed two songs. The artists previously referred to were Messrs. W. R. Crow and J. S. Pearson. The former has a tenor voice of much sweetness and was heard to great advantage in "I Hear you Calling Me." Mr. J. S. Pearson is a mimic of no mean order and gave delight with a musical monologue and a remarkable set of imitations. That of a couple of dogs fighting earned the approbation, or the intervention rather, of a dog in the audience—a compliment in itself to the mimic's faithful delineation. Mr. E. J. Edwards materially assisted in the successful evening with pianoforte accompaniments, the major part though, in this connection, falling into the capable hands of Mr. H. A. Jones, who played with feeling and essential unobtrusiveness. The Pavilion Fund should be considerably augmented as a result of Saturday's entertainment, and further concerts seemed to be assured of equal patronage to that afforded the one under review.

### HONGKONG TRADE

CHAMBER OF COMMERCE REPORT.

The fortnightly Price Current, and Report of the Hongkong Chamber of Commerce states:—

Cotton piece goods and fancy cotton goods.—There has been considerable activity in our market during the fortnight, and local stocks are decreased appreciably. Especially as regards fancy goods. Owing to rumours of fighting in Kwangsi and Kwangtung operations are temporarily suspended.

Cotton yarn.—About 2,000 bales changed first hands during the earlier part of the fortnight and values advanced about \$6 to \$8 per bale for No. 12s and about \$4 for other counts. This buoyancy, however, was short-lived as hostilities between the two Kwang provinces have practically commenced. Market closes with practically no business and all concerned are waiting for developments. Quotations:—No. 10s \$140/152. No. 12s \$155/167. No. 16s \$192/217. No. 20s \$197/224. Arrivals 3,700 bales. Sales 2,000 bales. Shipments 3,000 bales. Unsold stock 4,000 bales. Bargains 3,000 bales.

Woolens.—As the season approaches there is a little more enquiry about and sales of blankets and camlets have been made.

Raw cottons.—Values are nominally quoted as follows:—Indian descriptions \$23/25 per picul. Chinese descriptions \$20/35 per picul.

Metals.—A certain amount of business has been reported. Steel bars have been fixed from \$5.55 to \$6.25, and steel plates at \$6.50 to \$7 a picul. Wire nails. Small gauges have been placed at \$12 to \$12.50, and the 1 1/2 to 3 in. specification at \$9 to \$9.25. Plate cuttings are enquired for at about \$4.35 to \$4.50, bar croppings at \$4.50 to \$5.

Flour market report. Stock: About 170,000 sacks. Quotations: American patent \$4.75 per sack, American cut off \$3.10 per sack, American straight \$2.90 per sack. Shanghai flour 2nd \$3 per sack.

### FIT-U PINCE-NEZ

is the latest of the finger operated eye-glass mounting and has been designed to avoid all the objectionable features of this type of mounting. The long coil springs of the Fit-U prevent spring breakage, and can be instantly adjusted to give more or less pressure on the nose. The nose clips are of special shape to prevent slipping. Fit-U Pince-nez of any metal are obtainable from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians,—the most competent optical manufacturing establishment in the Colony—located in 53, Queen's Road Central.—Advtr.

## Apollinaris

NATURAL MINERAL WATER.

NOW AGAIN OBTAINABLE

Since its foundation in 1872, the Apollinaris business has always been BRITISH-OWNED.

THE APOLLINARIS CO., LTD.

Obtainable at:

THE HONGKONG HOTEL  
THE REPULSE BAY HOTEL  
and all leading Clubs & Stores.

Sold by:

LANE, CRAWFORD &amp; CO.

## NOTICE.

MESSRS. GILLARD &amp; CO.

HAVE GREAT PLEASURE

in informing the

PUBLIC

that they have just received

THE WARRANT OF APPOINTMENT

AS

SAUCE and PICKLE MAKERS

TO

H.R.H. THE PRINCE OF WALES

THESE SAUCES and PICKLES

May be obtained from

LANE, CRAWFORD &amp; CO.

and  
All other Stores.

SHOULD THEY BE UNOBTAINABLE FROM YOUR DEALER,  
PLEASE COMMUNICATE WITH

DONNELLY &amp; WHYTE,

TEL. 636.

New Shipment of

## DUNHILL'S GOODS

Standard Briar pipes.

Shell

Quaint shaped "

Ladies

Pipes in cases

Cigarette holders.

Oil silk Tobacco pouches.

Pipe gloves.

Carbon cutters.

Tobacco caddies.

My Mixture.

Standard Mixture.

Cuba Havana Mixture.

## Tabaqueria Filipina,

38, Queen's Road Central.

988

## Hotels in Japan & Manchuria

MEMBERS OF JAPAN HOTEL ASSOCIATION.

Average Rates for Single Rooms (without Bath) including meals

Y10—12 in cities and some popular resorts

Y8—10 in country districts.

### IN JAPAN PROPER

|                                      |                                |                              |                                |
|--------------------------------------|--------------------------------|------------------------------|--------------------------------|
| Chuzenji (Nikko) —<br>Lakewood Hotel | Kyoto —<br>Kyoto Hotel         | Nagasaki —<br>Japan Hotel    | Shizuoka —<br>Daitokuwan Hotel |
| Kamakura —<br>Kamakura Hotel         | Maru —<br>Maru Hotel           | Osaka —<br>Osaka Hotel       | Tokyo —<br>Imperial Hotel      |
| Kanazawa —<br>Kanazawa Hotel         | Matsumoto —<br>Matsumoto Hotel | Yokohama —<br>Yokohama Hotel | Tokyo Station Hotel            |
| Mikasa —<br>Mikasa Hotel             | Miyajima —<br>Miyajima Hotel   | Yokohama —<br>Yokohama Hotel | Tokyo Station Hotel            |
| Mampei Hotel                         | Miyajima Hotel                 | Yokohama —<br>Yokohama Hotel | Tokyo Station Hotel            |
| Kobe —<br>Oriental Hotel             | Fujiyama Hotel                 | Yokohama —<br>Yokohama Hotel | Tokyo Station Hotel            |
| Tor Hotel                            |                                | Yokohama —<br>Yokohama Hotel | Tokyo Station Hotel            |

### IN TAIWAN (FORMOSA)

Taihoku — Taiwan Railway Hotel

### IN CHOSON

|                                      |                                |                                         |
|--------------------------------------|--------------------------------|-----------------------------------------|
| Kaijo (Seoul) —<br>Chosen Hotel      | Changchun —<br>Changchun Hotel | Hotel (Mukden) —<br>Yamato Hotel        |
| Fusan —<br>Fusan Station Hotel       | Dairen —<br>Dairen Hotel       | Bygonia (Port Arthur) —<br>Yamato Hotel |
| Shanghai —<br>Shanghai Station Hotel | Yamato Hotel                   |                                         |

(117)



# HONGKONG JOCKEY CLUB. AN EXTRA GYMKHANA.

**Patron.**—H.E. Sir R. E. Stubbs, K.C.M.G.  
**Honorary Stewards.**—H.E. Vice-Admiral Sir A. L. Duff, K.C.B., H.E. Major-General Sir G. M. Kirkpatrick, K.C.S.I., K.C.B., Hon. Mr. Claud Severn, C.M.G., Commodore W. Bowden-Smith, C.B.E.  
**Stewards.**—The Hon. Sir G. Paul Chater, Kt., C.M.G., Hon. Mr. A. G. Stephen, Lieut.-Col. G. K. Hall Brutton, Messrs. R. M. Dyer, Henry Humphreys, D. G. M. Bernardi, Lieut.-Col. W. Loring, R.A., Capt. G. D.N.O., Brig.-General E. B. Macmillan, C.M.G., D.S.O., Messrs. H. P. White, J. Bell-Irving, and H. Birkett (Clerk of the Course).  
**Gymkhana Committee.**—Messrs. C. H. Blason, D. E. Clark, T. Leitch, Dr. C. Forsyth, and Major Timmis.  
**In Charge of the Saddle.**—Messrs. H. Birkett, T. Leitch, R. M. Dyer.  
**Starter.**—Brig.-Gen. E. B. Macmillan.  
**Paddock.**—Mr. H. P. White and Dr. C. Forsyth.  
**Timekeeper.**—Mr. A. E. S. Alves.

An "extra" gymkhana, promoted by the Hongkong Jockey Club, on Saturday, was well patronised by the public and honoured by the presence, also, of Their Excellencies the Governor (Sir Edward Stubbs, K.C.M.G.), and the General Officer Commanding the Troops (Major-General Sir G. M. Kirkpatrick, K.C.S.I., K.C.B.). The Committee wisely arranged a late start to avoid the great heat of the afternoon and as there was a moderate breeze the weather conditions were perfect. The Band of the 2nd Battalion, Wiltshire Regiment, contributed an excellent programme of music during the proceedings, the ponies were more than usually successful in providing exciting races and close finishes and the meetings passed off admirably in every respect.

**1.—THREE-QUARTER MILE RACE.**  
For Subscription Grifflins of both classes, any season, which have run and not won at Gymkhana this season.—1st prize, £250; 2nd prize, £100; 3rd prize, £75.

**Mr. Ferdnand's Pawnshop, 155 lbs.** (Mr. Soares) 1  
**Hon. Mr. P. H. Holyoak's 155 lbs.** (Mr. Gibson) 2  
**Sir Ellis Kadoorie's Repulse Bay Chief, 152 lbs.** (Mr. Doyle) 3  
**Mr. B. Basto's Frampton, 158 lbs.** (Mr. Potts) 0  
**Mr. Tricolore's Quo Vadis (late Field Child), 158 lbs.** (Mr. Kremer) 0  
**Mr. C. R. Thompson's Shooting Star, 155 lbs.** (Mr. Thompson) 0  
**Messrs. Rich & Seggie's Don Juan, 155 lbs.** (Capt. Spinks) 0  
**Messrs. Hosie and Lay's By Jingo, 149 lbs.** (Major Timmis) 0  
Three lengths between first and second; 1 length between second and third.  
Time: 1min. 35secs.  
**Cash Sweep.**  
Winner: £14.80  
Ticket No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000, 1001, 1002, 1003, 1004, 1005, 1006, 1007, 1008, 1009, 1010, 1011, 1012, 1013, 1014, 1015, 1016, 1017, 1018, 1019, 1020, 1021, 1022, 1023, 1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1032, 1033, 1034, 1035, 1036, 1037, 1038, 1039, 1040, 1041, 1042, 1043, 1044, 1045, 1046, 1047, 1048, 1049, 1050, 1051, 1052, 1053, 1054, 1055, 1056, 1057, 1058, 1059, 1060, 1061, 1062, 1063, 1064, 1065, 1066, 1067, 1068, 1069, 1070, 1071, 1072, 1073, 1074, 1075, 1076, 1077, 1078, 1079, 1080, 1081, 1082, 1083, 1084, 1085, 1086, 1087, 1088, 1089, 1090, 1091, 1092, 1093, 1094, 1095, 1096, 1097, 1098, 1099, 1100, 1101, 1102, 1103, 1104, 1105, 1106, 1107, 1108, 1109, 1110, 1111, 1112, 1113, 1114, 1115, 1116, 1117, 1118, 1119, 1120, 1121, 1122, 1123, 1124, 1125, 1126, 1127, 1128, 1129, 1130, 1131, 1132, 1133, 1134, 1135, 1136, 1137, 1138, 1139, 1140, 1141, 1142, 1143, 1144, 1145, 1146, 1147, 1148, 1149, 1150, 1151, 1152, 1153, 1154, 1155, 1156, 1157, 1158, 1159, 1160, 1161, 1162, 1163, 1164, 1165, 1166, 1167, 1168, 1169, 1170, 1171, 1172, 1173, 1174, 1175, 1176, 1177, 1178, 1179, 1180, 1181, 1182, 1183, 1184, 1185, 1186, 1187, 1188, 1189, 1190, 1191, 1192, 1193, 1194, 1195, 1196, 1197, 1198, 1199, 1200, 1201, 1202, 1203, 1204, 1205, 1206, 1207, 1208, 1209, 1210, 1211, 1212, 1213, 1214, 1215, 1216, 1217, 1218, 1219, 1220, 1221, 1222, 1223, 1224, 1225, 1226, 1227, 1228, 1229, 1230, 1231, 1232, 1233, 1234, 1235, 1236, 1237, 1238, 1239, 1240, 1241, 1242, 1243, 1244, 1245, 1246, 1247, 1248, 1249, 1250, 1251, 1252, 1253, 1254, 1255, 1256, 1257, 1258, 1259, 1260, 1261, 1262, 1263, 1264, 1265, 1266, 1267, 1268, 1269, 1270, 1271, 1272, 1273, 1274, 1275, 1276, 1277, 1278, 1279, 1280, 1281, 1282, 1283, 1284, 1285, 1286, 1287, 1288, 1289, 1290, 1291, 1292, 1293, 1294, 1295, 1296, 1297, 1298, 1299, 1300, 1301, 1302, 1303, 1304, 1305, 1306, 1307, 1308, 1309, 1310, 1311, 1312, 1313, 1314, 1315, 1316, 1317, 1318, 1319, 1320, 1321, 1322, 1323, 1324, 1325, 1326, 1327, 1328, 1329, 1330, 1331, 1332, 1333, 1334, 1335, 1336, 1337, 1338, 1339, 1340, 1341, 1342, 1343, 1344, 1345, 1346, 1347, 1348, 1349, 1350, 1351, 1352, 1353, 1354, 1355, 1356, 1357, 1358, 1359, 1360, 1361, 1362, 1363, 1364, 1365, 1366, 1367, 1368, 1369, 1370, 1371, 1372, 1373, 1374, 1375, 1376, 1377, 1378, 1379, 1380, 1381, 1382, 1383, 1384, 1385, 1386, 1387, 1388, 1389, 1390, 1391, 1392, 1393, 1394, 1395, 1396, 1397, 1398, 1399, 1400, 1401, 1402, 1403, 1404, 1405, 1406, 1407, 1408, 1409, 1410, 1411, 1412, 1413, 1414, 1415, 1416, 1417, 1418, 1419, 1420, 1421, 1422, 1423, 1424, 1425, 1426, 1427, 1428, 1429, 1430, 1431, 1432, 1433, 1434, 1435, 1436, 1437, 1438, 1439, 1440, 1441, 1442, 1443, 1444, 1445, 1446, 1447, 1448, 1449, 1450, 1451, 1452, 1453, 1454, 1455, 1456, 1457, 1458, 1459, 1460, 1461, 1462, 1463, 1464, 1465, 1466, 1467, 1468, 1469, 1470, 1471, 1472, 1473, 1474, 1475, 1476, 1477, 1478, 1479, 1480, 1481, 1482, 1483, 1484, 1485, 1486, 1487, 1488, 1489, 1490, 1491, 1492, 1493, 1494, 1495, 1496, 1497, 1498, 1499, 1500, 1501, 1502, 1503, 1504, 1505, 1506, 1507, 1508, 1509, 1510, 1511, 1512, 1513, 1514, 1515, 1516, 1517, 1518, 1519, 1520, 1521, 1522, 1523, 1524, 1525, 1526, 1527, 1528, 1529, 1530, 1531, 1532, 1533, 1534, 1535, 1536, 1537, 1538, 1539, 1540, 1541, 1542, 1543, 1544, 1545, 1546, 1547, 1548, 1549, 1550, 1551, 1552, 1553, 1554, 1555, 1556, 1557, 1558, 1559, 1560, 1561, 1562, 1563, 1564, 1565, 1566, 1567, 1568, 1569, 1570, 1571, 1572, 1573, 1574, 1575, 1576, 1577, 1578, 1579, 1580, 1581, 1582, 1583, 1584, 1585, 1586, 1587, 1588, 1589, 1590, 1591, 1592, 1593, 1594, 1595, 1596, 1597, 1598, 1599, 1600, 1601, 1602, 1603, 1604, 1605, 1606, 1607, 1608, 1609, 1610, 1611, 1612, 1613, 1614, 1615, 1616, 1617, 1618, 1619, 1620, 1621, 1622, 1623, 1624, 1625, 1626, 1627, 1628, 1629, 1630, 1631, 1632, 1633, 1634, 1635, 1636, 1637, 1638, 1639, 1640, 1641, 1642, 1643, 1644, 1645, 1646, 1647, 1648, 1649, 1650, 1651, 1652, 1653, 1654, 1655, 1656, 1657, 1658, 1659, 1660, 1661, 1662, 1663, 1664, 1665, 1666, 1667, 1668, 1669, 1670, 1671, 1672, 1673, 1674, 1675, 1676, 1677, 1678, 1679, 1680, 1681, 1682, 1683, 1684, 1685, 1686, 1687, 1688, 1689, 1690, 1691, 1692, 1693, 1694, 1695, 1696, 1697, 1698, 1699, 1700, 1701, 1702, 1703, 1704, 1705, 1706, 1707, 1708, 1709, 1710, 1711, 1712, 1713, 1714, 1715, 1716, 1717, 1718, 1719, 1720, 1721, 1722, 1723, 1724, 1725, 1726, 1727, 1728, 1729, 1730, 1731, 1732, 1733, 1734, 1735, 1736, 1737, 1738, 1739, 1740, 1741, 1742, 1743, 1744, 1745, 1746, 1747, 1748, 1749, 1750, 1751, 1752, 1753, 1754, 1755, 1756, 1757, 1758, 1759, 1760, 1761, 1762, 1763, 1764, 1765, 1766, 1767, 1768, 1769, 1770, 1771, 1772, 1773, 1774, 1775, 1776, 1777, 1778, 1779, 1780, 1781, 1782, 1783, 1784, 1785, 1786, 1787, 1788, 1789, 1790, 1791, 1792, 1793, 1794, 1795, 1796, 1797, 1798, 1799, 1800, 1801, 1802, 1803, 1804, 1805, 1806, 1807, 1808, 1809, 1810, 1811, 1812, 1813, 1814, 1815, 1816, 1817, 1818, 1819, 1820, 1821, 1822, 1823, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831, 1832, 1833, 1834, 1835, 1836, 1837, 1838, 1839, 1840, 1841, 1842, 1843, 1844, 1845, 1846, 1847, 1848, 1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1859, 1860, 1861, 1862, 1863, 1864, 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 205



## NEW ADVERTISEMENTS

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM JAPAN.

THE Steamship

"POOKSANO"

Having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 1st July, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, June 25th, 1921. [1108]

## P. &amp; O. S. N. CO.

STEAMERS FOR

STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American, and South African Ports.

THE Steamship "DILWARA," Captain Babb, carrying His Majesty's Mails, will be despatched from this Port on about SATURDAY, the 2nd, JULY, 1921, taking Passengers and Cargo for the above Ports.

Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 3 p.m., the day before sailing. The contents and value of all packages are required.

For further particulars apply to—

MACKINNON, MACKENZIE &amp; CO., Agents.

Hongkong, June 27th, 1921. [1100]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GENOA, COLOMBO AND STRAITS.

THE Motorship

"GLENNOGLE"

Having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 2nd July, 1921, at 5 a.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 2nd July, 1921, at 10 a.m.

Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, June 26th, 1921. [1105]

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"LAHORE"

Arrived Hongkong, on June 23rd, 1921.

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—  
From Persian Gulf for B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on MONDAY and THURSDAY.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, June 23rd, 1921. [1102]

ON SALE

HONGKONG HAZARD REPORTS OF THE MEETING OF THE LEGISLATIVE COUNCIL for the session 1921.

Revised by the Members

PRICE ... .. \$5.

DAILY PRESS CO.

## INTIMATIONS

CAPTAIN SAMUEL CORNELL PLANT

DECEASED 1921.

ANY person having knowledge concerning any will or testament of the above is requested to communicate with: LETTS BROTHERS, Solicitors, 8, Bartlett's Buildings, London, E.C. 2, England. [1077]

G. R.

NOTICE.

THE owners of TRUCKS, TROLLEYS, CARS and VANS are hereby notified that their VEHICLE LICENSES are due for RENEWAL on 1st JULY, 1921.

E. D. C. WOLFE,  
Captain Superintendent of Police.  
Hongkong, June 21st, 1921. [1095]

G. R.

NOTICE.

THE CHINA FIRE INSURANCE CO., LTD.

THE CERTIFICATE for one Share No. 8145 in this Company standing in the names of RODERICK MCNEIL CAMPBELL and HENRY MORRIS of Shanghai, China, has been LOST, and if at the expiration of one month from the date hereof, the above Document be not forthcoming, another Certificate for the said Share will be issued by the Company, and thereafter no other will be acknowledged.

C. MONTAGUE EDE,  
General Manager.  
Hongkong, June 22nd, 1921. [1087]

G. R.

NOTICE.

THE undersigned, having CHANGED HIS RESIDENCE from Hongkong to Macao at the beginning of the month of May last, and having on that occasion agreed with his Creditors in Hongkong to settle his accounts in the locality of his new residence, and not having up to date, received any collecting documents, invites all his Creditors to present their BILLS to the BANCO NACIONAL ULTRAMARINO (Macao) from the 1st to the 5th of July next, so that they may be paid immediately.

RODRIGO MARIN CHAVES.  
Macao, 24th June, 1921. [1090]

G. R.

NOTICE.

TENDERS are invited for the purchase of the above-named vessel with Engines and Boilers and various spare stores.

Tender forms will be issued on application to the undersigned.

Tender forms to reach the Ordnance Office, not later than 12 Noon, JULY 12th, 1921.

The vessel is now lying at R.A.S.C. Pier and can be viewed on production of form of tender to the Officer in charge Transport, R.A.S.C.

Particulars of the vessel are:—

Steam vessel.  
Length ... .. 85 feet.  
Beam ... .. 17 " 2 inches.  
Depth ... .. 10 " 3 "  
Displacement Tonnage ... 170.  
Horse Power ... .. 350.  
Knots ... .. 10.  
Working pressure per sq. in. 150 lbs.  
Engines by Cox & Co. Falmouth.  
Vessel built at Falmouth.  
Construction of vessel. Wood up to water line, iron plated above.

Approximate carrying capacity:  
25 Tons or 100 Passengers.

E. G. SPINKS, Captain,  
Ordnance Officer.

R.A.O.C. Depot,  
Queen's Road East. [1046]

## DAIRY FARM NEWS

## JUST RECEIVED

GRUYERE CHEESE, \$1.30 per lb.

EDAM ... .. \$3.50 .. ball.

HADDOKS ... .. 0.70 .. lb.

KIPPERS ... .. 0.60 .. "

THE DAIRY FARM ICE &amp; COLD STORAGE CO. LTD.

NIPPON YUSEN KAISHA

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship

"KLEIST"

Having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary, before NOON, TO-DAY.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on MONDAY and THURSDAY.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

NIPPON YUSEN KAISHA,  
Agents.  
Hongkong, June 24th, 1921. [1105]

## PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for:  
Borneo, C.E., L.M., L.N., L.R., L.U.,  
L.W., M.A., M.E., S.O.

FOR SALE.—Well-built BUNGALOW situated at Broadwood Road. For full particulars apply to Box MF, c/o Daily Press Office.

SAFE, SURE AND GUARANTEED CURE of Leprosy, Leucoderma Patches, Marks, Eruptions, etc., in four weeks. Patients willing to be treated by Post are requested to write. Three days' trial free or a week's treatment for Rs. 7.8 only. Sri Works, Beadon Square, Calcutta, India. [1994]

WANTED.

FROM November, FURNISHED HOUSE on the Peak. Box 1105. Care of Daily Press Office. [1105]

FOR SALE.

5 SEATER MAXWELL CAR. Tyres, practically new; Engine just been overhauled, \$1,400 or best offer. Apply— Box 1091, Care of Daily Press Office. [1091]

## SEAMEN'S INSTITUTE

21, PRATA EAST, HONGKONG.

FOR the use of all Men & the Mercantile Marine and H.M. Navy.  
Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room Restaurant, Concert Hall, Church.  
Private Cabins and beds in Dormitories Motor Launch "Dayspring". [83]

WE HAVE

Great Varieties of used and unused.

POSTAGE STAMPS

Singles, Sets, Packets, Bags

and

on approval Books.

FOR COLLECTIONS.

GRACA &amp; CO.,

Dealers in Postage Stamps, Post Cards, Seeds, Toys, etc.

No. 10, WYNDHAM STREET,

HONGKONG.

P.O. Box 520. [58]

## A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

No. 2A, D'Almeida Street, Telephone No. 2932.

WEEKLY AUCTIONS.

TUESDAYS:—

MISCELLANEOUS GOODS.

THURSDAYS:—

VALUABLE

HOUSEHOLD FURNITURE.

SATURDAYS:—

EXCELLENT

HOUSEHOLD FURNITURE. [72]

NOW ON SALE.

## "DIRECTORY &amp; CHRONICLE"

OF

CHINA, JAPAN, STRAITS SETTLEMENTS, INDO-CHINA, PHILIPPINES

Etc.

for 1921

57th ANNUAL EDITION

containing

1,600 PAGES! 14 MAPS!

SPECIAL NEW MAP OF HONGKONG

AND THE NEW TERRITORIES.

Price ... .. \$12

Abridged Edition ... .. \$3

TO SECRETARIES OF CLUBS AND

OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming

meetings, lectures and entertainments,

sent for insertion in the news columns of the

Hongkong Daily Press, are charged for at the

rate of \$1 each, (as announced in May and June

of last year) providing that they do not occupy

more than four lines. In future if this space is

exceeded they will be placed in the advertising

columns at the prevailing rates.

## INTIMATION

## IDEAL BEVERAGES

## Watson's DRY GINGER ALE

Its dryness and aroma are features which give this drink the popularity it deserves.

## Watson's PYERIS

Sparkling Mineral Table Water.

Healthful and refreshing.

Blends excellently with

Whisky.

## Watson's STONE GINGER BEER

An ideal beverage for tennis and

bathing parties. Prepared by

a process of partial fermenta-

tion which gives it the

distinctive flavour which is

so pleasing to the palate.

## A. S. WATSON &amp; CO., LTD.

AERATED WATER MANUFACTURERS.

Telephone 438.

11

HONGKONG OFFICE: 10A, DES VOEUX RD., C.

LONDON OFFICE: 121, FLEET STREET, E.C. 4.

The Daily Press.

HONGKONG, JUNE 27th, 1921.

HONGKONG'S OPIUM CONTRACT.

THERE are a few figures regarding the

Colony's dealings in opium given in the

annual report of the Superintendent of

Imports and Exports for the year 1920

that need to be widely known judging

from the extraordinary amount of atten-

tion that has been given to an announce-

ment made by Reuters a few months ago

that the Hongkong Government has

entered into a contract with the Govern-

ment of India for the supply of ten

chest of opium per month for the next

five years. Instead of recognising this

new agreement to be a great advance

upon the old one from the anti-opium

point of view, the National Anti-Opium

Society of Great Britain has drawn

attention to it in a manner, which

suggests that in making this new con-

tract the Hongkong Government is

flagrantly defying the international

agreements which were designed to help

China in a very practical and effective

way to entirely suppress the traffic in

opium in China. We are not aware that

this contract does, in fact, violate any

international agreement. It is common

knowledge that there has been a re-

crudescence of the opium traffic in

China, on a very large scale in recent

years, but in some unaccountable way

it appears to have been assumed by

certain fanatics in England on the

subject that Hongkong is very largely, if

not entirely, responsible for this. For

such a view of the matter there is no

reason or justification whatever.

The Secretary of State for India

explained the contract or agreement in

the House of Commons in the early

part of March. He stated that the agree-

ment formerly existing for the supply

of opium by the Government of India to

the Government of Hongkong has been

renewed for a further period of five

years with certain modifications. Under

the new agreement, which has effect for

five years from 1st January, 1921, Hongkong will be supplied with ten chests of opium a month, at a fixed price. "No obligation," he said, "rests on the Government of Hongkong to take any prescribed minimum quantity of opium." When Mr. GERSHOM STEWART asked what was the amount of opium shipped from India to Hongkong and the Straits Settlements respectively in 1920, Mr. Montagu said he would ask the Government of India to supply the information. So far as Hongkong is concerned, this information is shown in the annual report of the Superintendent of Imports and Exports. The import of Bengal opium during the year 1920 amounted to 901 chests, but of this quantity only 225 chests were imported by the Government Monopoly. The remainder was exported—578 chests to the opium farmers at Macao, and 100 chests to Kobe. It should be mentioned that, besides the Bengal opium, the returns show the import of 108 chests of Turkish opium and 512 chests of Persian opium, but all this went to Keelung (Formosa). In Formosa a Japanese State Monopoly of opium has existed since 1888 and it is shown by the published statistics that there has been a progressive reduction in the number of opium smokers in the island, though many thousands still exist. There was no export of opium from Hongkong to any Chinese port. A point which should be noted is that whereas last year the Government Opium Monopoly imported 225 chests, in the present year its maximum will be 120 chests.

When the subject of the contract was mentioned in the House of Commons there was an inquiry as to what steps, if any, were taken to prevent the opium in excess of local requirements being smuggled into China. Mr. Montagu was without information, but doubtless by this time is in possession of the information that, there is no opium smuggling from Hongkong. It is a very wide-spread delusion that there is wholesale smuggling of opium from this Colony into China. The very opposite is actually the case. The amount of opium smuggled into this Colony from China must be very large. That is the main explanation of the huge decline in the Government's revenue from the opium monopoly during the last three years. The report under notice gives the revenue for 1920 as \$4,317,970 as compared with \$6,803,034, and adds that the figure for 1918 was almost exactly double that for 1920. The Report likewise tells us of an increasing number of seizures of illicit opium and that the total amount of prepared opium seized in 1920 was nearly three times as great as 1919. When it is stated that the price of Hongkong opium is \$14.50 per tael and that opium is procurable in China at less than half that figure it will be recognised, how great is the temptation to smuggle the cheaper opium into the Colony. The opium seized last year is given as follows:—Raw opium 19,255 taels; prepared opium 106,178 taels; opium dross 688 taels; and dress opium 345 taels. Would it be too much to say it is probable that ten times as much manages to get successfully smuggled through the net? It has been found that the opium illicitly imported into Hongkong comes largely from Amoy. China has no grievance against Hongkong, but the Colony has a very substantial grievance against China, and it is to be hoped that the President's recent mandates for the stern suppression of opium cultivation in China may not prove to be as futile as his previous mandates on the subject have proved.

The deaths are announced in Japan of Dr. Nagao Amiga, formerly Adviser to the Chinese Government; and Marquis Chokudai Nabeshima, former Minister at Rome and President of the Italian Association at Tokyo.

It is notified that, on and after the July 1st, the rates of postage payable in Hongkong on parcels for the United Kingdom will be as follows:—For a parcel not exceeding 3 lbs. \$0.90; not exceeding 7 lbs. \$1.60; and not exceeding 11 lbs. \$2.25.

Owing to the lack of funds, says a Mukden report, Marshal Chang Tso-lin is still hesitating to formally assume his additional high post of Pacification Commissioner for Mongolia, so that the so-called Mongolian expedition is still in the air.

The Harbour Master at Canton has given notice that information has been received from the Chinese Military Authorities to the effect that, hostilities with Kwangsi having commenced on the West River in the vicinity of Kai Shou, it is dangerous for vessels to navigate in that locality, and that vessels are consequently recommended temporarily to cruise in those waters.

We see it stated that "according to a report by Mr. Claxton, director of the Royal Observatory, there were 31 sunrises and 31 sunsets in July." It is satisfying, of course, to have expert authority for the statement, but, for our part, we should not have questioned it whether the reference be to last July, next July or the month of July in any year since, the adoption of the Gregorian calendar.

The members of the Kobe Club recently gave a farewell dinner to Mr. R. G. E. Forster, British Consul-General, at that port, who is shortly going home on leave, and may possibly retire. Mr. Forster in a speech, said, how much pleasure it gave him to feel that everybody present was really a friend. He spoke of the pleasures of life in comparatively small social centres like Kobe, where, when one went out, one recognised nearly everybody one met as a friend. Compared with this, there was a feeling in London of being lost.

The Japan Chronicle says:—"The other day we were forbidden by the police to speculate on the contents of the new Anglo-Japanese Alliance. Now we are forbidden to reproduce articles on the Alliance appearing in the Asahi, Kokumin and Hochi. There seems to be nothing in the articles in the Asahi and Kokumin that has not appeared before except certain speculations on the probable delay in renewal. We have not yet seen the Hochi's article. The Alliance appears to be rapidly becoming the subject of a taboo, after the floods of publicity which it has enjoyed."

Reports concerning anti-Soviet risings in Siberia continue to reach Harbin. Reuters' correspondent says that all reports agree that a considerable portion of the Trans-Siberian railway is held by the insurgents and that strong anti-Bolshevik detachments are operating in various parts of the country. The Reds are doing their utmost to clear the railway and restore communications, for it is of the utmost importance to them to proceed with the transportation of troops to Eastern Siberia. Mr. Kojenikoff, who styles himself Government Commissioner for the Far East and is now residing at Harbin after an unsuccessful visit to the East, has issued a proclamation pointing out that the insurgents are regarded as traitors and will be dealt with as such when the rebellion has been quelled, and stating that the Government's representatives who have been forced to quit the regions now controlled by the insurgents will continue their duties in the regions "not occupied by foreign troops."

The Harbour Master at Canton has given notice that information has been received from the Chinese Military Authorities to the effect that, hostilities with Kwangsi having commenced on the West River in the vicinity of Kai Shou, it is dangerous for vessels to navigate in that locality, and that vessels are consequently recommended temporarily to cruise in those waters.

We see it stated that "according to a report by Mr. Claxton, director of the Royal Observatory, there were 31 sunrises and 31 sunsets in July." It is satisfying, of course, to have expert authority for the statement, but, for our part, we should not have questioned it whether the reference be to last July, next July or the month of July in any year since, the adoption of the Gregorian calendar.

The members of the Kobe Club recently gave a farewell dinner to Mr. R. G. E. Forster, British Consul-General, at that port, who is shortly going home on leave, and may possibly retire. Mr. Forster in a speech, said, how much pleasure it gave him to feel that everybody present was really a friend. He spoke of the pleasures of life in comparatively small social centres like Kobe, where, when one went out, one recognised nearly everybody one met as a friend. Compared with this, there was a feeling in London of being lost.



## CABLES.

## LATEST CABLES.

FOR PEACE IN IRELAND.  
PREMIER'S LETTER TO MR.  
DE VALERA.

LONDON, June 25th.

Mr. Lloyd George has written to Mr. De Valera, "President of the Irish Republic," saying that the Government is anxious that the King's appeal for conciliation shall not be in vain. Therefore, he invites Mr. De Valera and any of his colleagues, to whom safe conduct shall be granted, to come to London to explore to the utmost with the Premier of Northern Ireland, Sir James Craig, the possibility of a settlement.

Mr. Lloyd George, in his letter, says that the Government make the invitation with a fervent desire to end the ruinous conflict, which, for centuries, has embittered relations between the people of England and Ireland, who ought to live in neighbourly harmony and whose co-operation would mean so much not only to the Empire but to humanity.

A similar letter in alternative terms has been sent to Sir James Craig.

The Premier's action is hailed as praiseworthy, the disregard of personal dignity and forms commonly governing negotiations marking a supreme effort on the part of the Government to establish peace, and as a prelude to the abandonment of the policy which is neither war nor peace, because in the event of an unfavourable response the Government will have no alternative but to take up arms in a determined spirit to accomplish by force what apparently cannot be achieved otherwise.

## EARLIER CABLES.

ANOTHER SINN FEIN  
OUTRAGES.

## TROOP TRAIN DERAILED.

LONDON, June 24th.

At least three troopers of the 10th Hussars also the guard were killed, many soldiers injured and thirty horses killed by the derailling of a train from Belfast to Dublin, between Ashgrove and Dundalk, County Louth, this morning, owing to the removal of a length of rail.

The train was one of three, conveying from Belfast the troops on duty at the opening of the Ulster Parliament, at which the 10th Hussars formed the King's escort.

Some of the carriages were flung across a steep embankment. Wives were cut. Full details are not yet available. A relief train with doctors and nurses has proceeded to the scene of the disaster.

It is now reported that four were killed and 13 injured. The smash appears to have been due to the explosion of a mine wrecking part of the train. Fourteen coaches, filled with soldiers and horses toppled over the embankment, many being buried in the debris. The outrage occurred on the border of Ulster where there are many Sinn Feiners.

It is officially stated that four were killed and 20 injured in the Irish troop train smash. A portion of the line was removed and bombs were placed in the gap. The engine and leading coaches jumped the gap without injury but bombs exploded under several coaches, some of which crashed over the embankment.

BRITAIN'S EXTERNAL DEBT.  
NEARLY A MILLIARD OWING TO  
THE U.S.

LONDON, June 24th.

A return has been issued showing Britain's external debt on March 31st to be £1,101,500,000, as compared with £1,335,000,000 on March 31st, 1910. The United States is the chief creditor with £272,750,000, Canada being next with £23,250,000.

EMPIRE'S GREETING TO  
INDIA.THE HOME OF THE NEWEST  
LEGISLATURE.

LONDON, June 25th.

At the Empire Parliamentary Association dinner to the Dominion Premiers, Lord Birkenhead announced, amid cheers, that it had been arranged to send a Parliamentary delegation to greet the newest Legislature in the Empire—namely, India.

## IMPERIAL CABINET.

DISCUSSION OF FOREIGN POLICY  
CONTINUED.

LONDON, June 24th.

The Imperial Cabinet met this morning and continued the discussion of foreign policy.

## LATEST CABLES.

## COTTON AGREEMENT.

## PEACE FOR NINE MONTHS.

LONDON, June 25th.

The cotton wages agreement assuring industrial peace for at least nine months has been formally signed. The mills re-open on Monday.

## SHIMIDZU IN FORM.

LONDON, June 25th.

At Wimbledon, in the fourth round, Shimidzu beat Roper Barrett, 6-3, 6-3.

UNITED STATES LABOUR.  
CONDEMNATION OF RUSSIAN  
SOVIET SYSTEM.

DENVER, June 25th.

The Federation of Labour has overwhelmingly upheld the Executive's repudiation of the International Federation of Trade Unions, and adopted the report condemning the Russian Soviet regime as tyrannical, inimical to Labour, and destructive of self-government.

## AALAND ISLANDS.

## LEAGUE OF NATIONS' DECISION.

GENEVA, June 25th.

The Council of the League of Nations has accepted the British resolution that Åland Islands be allocated to Finland, but militarily neutralised.

M. Branting, while expressing Sweden's profound disappointment, acquiesced in the decision.

LEAGUE OF NATIONS.  
DEMONSTRATION IN HYDE PARK.

LONDON, June 25th.

The League of Nations demonstration was favoured by glorious weather and was held in Hyde Park, the nations composing the League being represented by men in their national dress. Speeches were delivered in many languages.

## DUTCH CABINET

THE HAGUE, June 25th.

In connection with the resignation of the Cabinet, the Queen has consulted the leaders of the Left groups in the Second Chamber also the leader of the Socialist Party.

GREECE REJECTS ALLIES'  
PROPOSAL.

ATHENS, June 25th.

The Greek reply to the Allied Note offering to mediate in the Greco-Turkish dispute virtually rejects mediation.

FRENCH RAILWAY DISASTER  
MANY KILLED AND INJURED.

LILLE, June 25th.

Twenty persons were killed, and 62 injured, by the derailling of the Lille-Paris express, at Beaumont-hamel, owing to a luggage-van leaving the rails and upsetting two other coaches.

RECORD AUSTRALIAN SCORE  
MACARTNEY BREAKS INDIVIDUAL  
RECORD.

LONDON, June 25th.

There was a gathering of 14,000 when the Australians met Nottinghamshire, at Nottingham, on a hot broiling day. The sun was shining brilliantly, and the wicket was in perfect condition. Armstrong and Collins were not playing on the Australian side, Bardsley captaining the team. Bardsley won the toss, and sent his side in.

The Australians put up 608 runs for the loss of 7 wickets. This was a record in fast scoring during the tour, the Australians compiling 600 in 217 minutes.

Macartney contributed 345, the highest individual score of the season and the highest recorded in any Australian-England match, beating Armstrong's 303 against Sussex in 1905. Macartney played brilliantly; his wizardry with the bat magnetised the crowd. He had 4 sixers and 47 fours in 235 minutes. He gave a very easy chance in the slips when at 9, and two rather difficult chances when at 200 and 212, respectively. He was out leg before wicket. On his returning to the pavilion, the crowd displayed the wildest enthusiasm and gave him a great ovation. Fellow compiled a century, which included one sixer and 15 fours. He gave an easy chance when at 84.

OTHER MATCHES:  
The Army beat the Navy by 10 wickets.

## EARLIER CABLES.

## COUNTY CRICKET.

LONDON, June 24th.

Somerset beat Derby by six wickets. Sussex beat Essex by five wickets. Nottingham beat Hampshire by two wickets. Cambridge University beat Warwick by seven wickets.

## LATEST CABLES.

## ADMIRAL SIMS.

## INCIDENT CLOSED.

WASHINGTON, June 25th.

Mr. Denby has publicly reprimanded Admiral Sims (of his speech in England regarding Irish sympathisers in the United States).

Admiral Sims has returned to Newport to resume his position as head of the Naval War College. Naval and Senate circles intimate that the incident is now closed.

## CRIME OF TELLING TRUTHS.

WASHINGTON, June 25th.

Leading Republican organs vigorously object to the official rebuke to Admiral Sims.

The Tribune speaks of a "hyphenate victory," and says that Admiral Sims has been humiliated for telling unchallengeable truths.

## MINERS' STRIKE.

PREMIER'S CONFERENCE  
PROPOSALS.

LONDON, June 25th.

Mr. Lloyd George has invited the coal-miners and miners to a joint conference at the Board of Trade on June 27th. Sir Robert Horne will preside. PROSPECTS OF PEACE.

The miners' Executive, to-day, consulted the representatives of the Trade Union Congress, and the Labour Party, and then accepted the Premier's invitation to a conference with the coal-owners on June 27th.

It is assumed that the efforts of the Labour leaders will be directed towards reaching a satisfactory settlement, and, as the miners' Executive is prepared to relinquish the demand of a national pool, the prospect of an early resumption are brighter than ever. It is hoped that the miners will return to work on July 4th. The miners' Executive still hopes to secure the Government grant to £10,000,000.

## EARLIER CABLES.

## THE COAL STRIKE.

## PROSPECT OF A SETTLEMENT.

LONDON, June 25th.

In the House of Commons, Sir Robert Horne stated that there appeared to be a chance of settling the coal stoppage. Opportunities for negotiations had arisen of which he would like to take the fullest advantage.

The recent intimation that most of the big Trades Unions have declined the miners' invitation to strike on the wages question is confirmed by an announcement by the Miners' Executive to-night that the meeting which was to have been held to-morrow to which the miners had invited the other Unions has been cancelled "in view of the nature of the correspondence therewith." The Executive has decided to meet the coalowners and the Government with a view to reaching a wages agreement.

## LATEST CABLES.

DUKE OF MARLBOROUGH  
RE-MARRIED.

## RELIGIOUS CEREMONY.

PARIS, June 25th.

The religious ceremony at the marriage of the Duke of Marlborough and Miss Deacon was performed by a Scottish Minister at the residence of the bride's cousin. There were numerous distinguished guests present.

## EARLIER CABLES.

The marriage of the Duke of Marlborough and Miss Gladys Deacon has taken place at the British Consulate.

The new Duchess was a bridesmaid of the former Duchess (nee Consuelo Vanderbilt), with whom she is stated to have maintained friendship. The Duke's first wife obtained a decree of divorce. The co-respondent was not named, and though the Duke was formally represented by counsel, the suit was practically undefended. Princess Radziwill is a sister of the new Duchess.

## LATEST CABLES.

SENSATIONAL RESULT OF  
GOLF CHAMPIONSHIP.

## HUTCHISON'S VICTORY.

PARIS, June 25th.

Hutchison went round in 74 and 75 and won the golf championship. Wethered went round in 77 and 83.

## EARLIER CABLES.

OXONIAN TIES WITH AMERICAN  
PROFESSIONAL.

LONDON, June 24th.

In the final of the Open Championship at St. Andrew's, the Oxford University amateur, Wethered, and the American professional, Hutchison, tied with 299. The tie will be decided to-morrow.

FAR EASTERN CABLE  
NEWS

[THROUGH REUTER'S AGENCY.]

EASTERN TOUR OF PRINCE OF  
WALES.

LONDON, June 25th.

It is understood that the possibility of the Prince of Wales accepting Prince Hirohito's invitation to visit Tokio, is at present being considered in view of the favourable opportunity presented, when the Prince of Wales visits India in November, of extending the tour to Japan.

THE NEW U.S. AMBASSADOR TO  
JAPAN.

WASHINGTON, June 25th.

President Harding has appointed Mr. Charles B. Warren Ambassador to Japan.

## DISINFECTION OF HORSE-HAIR.

LONDON, June 25th.

The committee of inquiry into the question of disinfection of horse-hair reports that large quantities of hair arriving from China are unsatisfactory and disinfection is impracticable, suggests the prohibition of the import of horse and goat hair and the establishment in countries whence the hair is imported of disinfecting stations under the control of a central authority empowered to enforce disinfection of hair prior to manufacture. The Committee adds that Russian, Chinese, Siberian, and Asiatic horse-hair generally is dangerous.

CHINESE TEACHERS AND  
THEIR RIGHTSINT. RESTING LEGAL PROCEEDINGS  
AT PEKING.

The Asiatic News Agency says:—In connection with the teachers' muddle, there is an interesting case pending in the High Procuratorate of Peking. The wounded teachers and students have brought suits against the Prime Minister (General Chin), because, they say, he instigated the military guards outside the Sihing gate to beat the unarmed teachers and students with their rifle butts and sticks. The sole purpose of the teachers and students was to lay their grievances before the President and the Premier for adjustment. The petitioners say that in accordance with the stipulations of the Provisional Constitution of the Chinese Republic, they are at liberty to do this at any time, through peaceful methods. The second petition is against General Yin Hung-shan, chief of the Peking police, because, they say, instead of using his power and authority for the protection of the unarmed teachers and students, he made false charges against them in telegrams sent to the provinces about the fracas at the Sihing gate. A third petition is against Mr. Ma Lin-yi, acting Minister of Education. The petitioners say that the whole story which he related to the Prime Minister about the causes of the fracas and its results was untrue and without foundation. There was no truth, they say, in the report that the acting Minister was forced by the teachers and students to accompany them to the Sihing gate, etc. These are most interesting cases and it remains to be seen how the judicial authorities are going to handle them, as they are under the authority of the Peking Government and the petitioners say that they want to test the real strength and power of the Chinese judicial officials. The chief mediator, Mr. Chang Yinlin, former Minister of Education, is still in Peking; but there is no hope of an immediate settlement of the muddle in sight.

LABOUR EMIGRATION BUREAU  
FOR CANTON.

By order of the Government, says the Canton Times, a Labour Emigration Bureau will be established under the joint supervision of the Ministries of Foreign Affairs and Interior. The Bureau will be under the direction of the Provincial Commissioner for Foreign Affairs.

In view of the great number of Chinese labourers going abroad to secure employment, the Government feels that certain restrictions will have to be enforced in order to prohibit those who are recruited by agents under false pretences.

It is reported that even drastic means have been employed by agents in securing labourers to work in large companies abroad and many are being forced to go against their will.

The function of the Bureau is to supply information about labour conditions in foreign countries and to facilitate the transportation of those who are going of their own free will, while at the same time every step will be taken to prohibit the emigration of those who have been forced to leave the country by labour contractors, whose business is to recruit labourers merely for remunerative purposes.

FORTS NEAR WUCHOW  
CAPTURED.

According to reliable information given out from military quarters, says the Canton Times, several forts near Wuchow have been captured and the fall of Wuchow is minutely expected. The forts were captured by the troops of General Ngai Hong-ping.

Wuchow is now reported to be practically deserted. Business men and those of wealthy means are hastily leaving the place for safety.

The success of the Cantonese troops in repelling the invaders is not limited to Wuchow, for Waitsap, another large city in the northern section of Kwangsi, is now being attacked by the troops of General Hsia Hsin-wai after having captured several small towns on the outskirts of Waitsap.

CORRESPONDENCE.  
HONGKONG LANDLORDS AND  
RACK-RENTING.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Your correspondent, "S.O.S." says:—

The speech of H.E. the Governor on rack-renting at yesterday's meeting of the Legislative Council was hailed with great satisfaction by the whole community. As a prospective landlord, I beg most emphatically to deny this soft impeachment. I for one (and I have not the slightest doubt my denial will have the whole-hearted support of the "unpainted" majority of my brother landlords) most strongly resent His Excellency's proposed interference with our exploitation of our natural prey. In China, when one rents a house the tenancy continues until terminated voluntarily by the tenant, and woe betide the landlord who would hint at an increase of the rental, let alone an attempt to serve a notice of quittance. But, of course, that is in China, and we landlords in Hongkong have special privileges in these matters, which brook no interference from anyone.

Speaking for my fellow Chinese landlords, I may inform you that the sole and only object of becoming property owners is to collect rent and take every advantage that the law allows to the greatest possible extent and at the least possible expense to ourselves. For instance, we never dream of effecting repairs after a house has been erected until the building is about to crumble to pieces. When we try to sell it to the tenant, if possible, for preference. Should a tenant have the temerity to request that repairs be effected, notice of increased rental or to quit is promptly served upon a person of such socialistic tendencies. If we experience the dire misfortune of being served with a notice from the P.W.D. to rebuild the front wall of a house, we pull it down, very reluctantly, put up a screen of matting the whole height of the building (excluding daylight and air), but the tenants remain and we do not permit of any reduction in rent, nor do we ever contemplate even allowing any compensation whatever for the inconvenience caused. Are not we being compelled to spend money upon such repairs?

Hongkong is a British Colony (for which we landlords are indeed grateful), not China; and, although the latter country has adopted the Gregorian Calendar from the beginning of the Republic, do you imagine anyone to be so childishly simple as to collect rent and taxes according to this Calendar, when, by following the ancient Chinese Calendar, we can secure, every three years, one extra month's rent, besides one month's taxes (and we do not pay the Government the latter—a point that must not be overlooked). Our rent collectors, also, assist us materially. It is part of their duty to ascertain by close and constant enquiries which particular tenant's business is flourishing, and would be ruined by removal. The collector then approaches the tenant with a polite request that the matter of "shoe-money" be taken into consideration, in adjusting the profits. Some such business houses have been established in the building for many years, and to quit would mean the end of the business. In a fit of foolish generosity, the tenant agrees to give the collector "shoe-money" in order to avert the service of notice to quit or a big increase in the rent. Would you blame the poor collector for taking advantage of such generosity?

A few of my friends, with the aid and under the guidance of property brokers, have ascertained that a certain block of houses in possession of old-established business firms. We approach the landlord to lease, or sell (on paper at least) the block. We then approach another syndicate, tell them that by raising the rents of the block the return upon such stock would be so much per cent. and advise them to buy. They hear and obey, give notice to tenants of a rise in rent, or alternatively, to quit. Tenants are powerless and must either pay or "go." And so the game goes on ad infinitum.

Of course, we have learnt quite a lot about "sub-leasing" from the large foreign property-owners here; we have been apt pupils and should reap the reward of our astuteness in learning so quickly and thoroughly. I can recall to mind one of the first of such lessons, some years ago. A certain foreigner built a number of terraces of 4-roomed European houses with the avowed intention of letting them cheaply to poor people. When finished, they let for \$25 per month. Afterwards the foreign landlord sub-let them to a Chinese and the rentals were at once raised to double their former level. I think someone had the audacity to write to the local papers complaining about this and added insult by dubbing the houses "Rich Pauper Terraces."

Now, Mr. Editor, I think enough of your space has been requisitioned and hoping you will be pleased to grant that space.—Yours humbly,  
PROSPECTIVE LANDLORD.  
Hongkong, 25th June, 1911.

## ARCHBISHOP MANNIX'S VISIT

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—In your issue of this morning Mr. Rainer of Macao asked if I was a subject of His Majesty. Certainly I am, and, I staunch one too. Moreover, I have a brother who is a Captain in the Army.—Yours, etc.,

J. B. HUGHES.

Hongkong, June 25th.  
[Part of the letter is omitted as it makes a personal attack which does not arise out of the subject matter of the published correspondence.—Ed.]

A SINO-GERMAN BANK.  
RUMOUR OF ESTABLISHMENT  
WITH INDEMNITY FUNDS.

The German indemnity to China of \$50,000,000 will be paid in twelve instalments. Contrary to the report that has been circulated by the vernacular Press, the first instalment has not yet been received. It is expected immediately after the ratification of the Trade Agreement. It is rumoured, but no official verification is forthcoming, that a Sino German bank will be established with the proceeds, with headquarters either at Peking or Hankow.—Peking Daily News.

THE BRITISH GOVERNMENT  
AND TRADE.

The following letter recently appeared in the Liverpool Daily Post:—  
Sir,—Prior to 1914 chemicals and dyestuffs served as a barometer in relation to the textile trades of the United Kingdom. If the scale of relative figures was then 25 to 30 the indicator would stand at about 30.5 at the time the great war began. To-day the mercury would have disappeared altogether, and if it could by any means be tabulated a figure of about 0.5 might be the approximately correct reading. Now, in living memory could a parallel be found for present conditions. Most of the works using chemicals and dyestuffs are closed down, and the remainder are on short time. In periods of depression formerly there was always seasonal activity. Cotton and silk might be quiet, and woollen and worsted fairly active, or vice versa. Home trade demand might have been slow, but export business brisk. Now all alike are stagnant, and chemicals and dyestuffs for the time being are unsaleable. Why?

The aftermath of war inevitably includes severe trade depression, and it is not surprising that the greatest war in history should be followed by the greatest dislocation of trade and finance ever known. This could, and should, have been foreseen, and the Board of Trade might properly have concentrated their attention upon devising ways and means for alleviating and, as far as possible, minimising the anticipated bad trade conditions. Unfortunately, with incredible fatuity, the Government policy with regard to trade has in effect intensified difficulties. Just when the chief needs are to give every possible encouragement to a steady approximation to normal conditions, and to bringing urgent needs for commodities into practical connection with existing stocks, urgently awaiting realisation, exclusions, restrictions, delays, and penalties are introduced, leading to the diversion from, instead of the attraction to, the United Kingdom of great volumes of trade.

The German Reparation (Recovery) Act, in operation imposes a fine of 100 per cent. upon the British consumer upon goods that he must buy from Germany, as they are not available from any other source, and he has the poor consolation of knowing that this 100 per cent. is a contribution by him towards the payment of the indemnity that Germany should pay. The Dyestuffs Act, hurriedly passed a few months ago, has so far accomplished no good, and has done a vast amount of harm. The Ways and Means Resolutions regarding key industries, anti-dumping, and abnormal exchanges will, if applied, further fetter, restrict, and penalise.

The present writer has before him a letter from an important firm in Holland, in which it is stated, "At the moment we are very busy in our department, and therefore, must ask you to be patient for another day or two," indicating that they are so busy that they cannot attend to inquiries for quotations, etc. This is significant and typical. Many instances could be quoted of detriment sustained and business thwarted by the restrictions and the lack of freedom to trade, but just now the following example must suffice:—Amongst the articles which, under the Dyestuffs Act, cannot be imported into the United Kingdom is synthetic indigo. This article is very largely used for dyeing and printing. British consumers are paying a price that is to-day fully 25 per cent. more than British merchants are quoting for direct shipment from the Continent, delivered, c.i.f., Far Eastern, or U.S.A. ports. This means that, whilst others cannot be made by British merchants for consumption in the United Kingdom, they can quote and sell to the Japanese, Chinese, Indian, or American competitors of the British manufacturers and calico printers at 25 per cent. less than the British users are paying! Is this to be continued, tolerated, and perpetuated?—Yours etc.,  
April 25th, 1921.  
T. T. EYNOLDS.

If the Civil Service is to undertake great national administrations of the State it will have to be differently trained, and possibly its recruiting will have to have other sources added to it.—Lyn Haldane



THEATRE ROYAL.

To-Night

Monday, June 27th, at 9:15 p.m.

THE FAMOUS  
RUSSIAN LIGHT OPERA &  
OPERETTE CO.

Presents

The Famous Operette, by **Lehar**

"The Count of Luxemburg"

Tuesday, June 28th—

"The Dollar Princess"

Wednesday, June 29th—

"The Geisha"

and

"Pot Pourri"

Prices \$4, \$2 & \$1.

Booking at Moutrie's.

PARIS FASHION NOTES.

(FROM OUR SPECIAL CORRESPONDENT, ISABEL RAMSAY.)

PARIS, May 9th.

Having proved by their long-standing fidelity to the turban their appreciation of things Oriental, women are continuing to borrow inspiration from this source, more particularly this season—in the matter of decoration and adornment.

The line continues to be long and vague and more suggestive of Greek ideals than anything else, but the eclectic tendencies of modern fashion are evidenced by the addition of embroidered wholly Eastern in colour and design. Navy and other dark-coloured dresses have long been trimmed with embroideries borrowed from the looms of Persia, Arabia and the Far East, but during the Spring and Summer season, white and the lighter-coloured fabrics will be trimmed with embroideries and motifs in the same multi-coloured designs. Even materials such as lawn, orandie, taffetas and crepe de Chine will show what has hitherto been regarded as trimming for dark and heavy materials.

The turban has slowly but surely evolved into a hat with a more or less shady brim. The crown of this is swathed in a width of crepe de Chine or Georgette, which is gathered into a knot at the side, the long ends being drawn through the brim and allowed to hang down any length. Usually a white hat is chosen and material in a bright shade is added. The turban is rarely seen now-a-days except in tulle or brocade when it is worn as an evening coiffure. In its stead are these hats by the score. As they are not only exceptionally becoming but cheap enough to be within reach of the purse of all, the danger is that they will become common long before the summer girl of 1921 has time to profit by their grace.

For strictly morning wear with the tailor-made or coat frock, which grey skies and chill winds still render necessary, there are small toques trimmed with gay little cockades of ribbon or plaited straw, or else simply with a veil embroidered in silk of a bright shade and tinsel thread. This is placed so that this embroidered border drapes the hats and forms a trimming, or else, Oriental ideals are once more imitated and the embroidered portion is allowed to droop over the brim of the hat just far enough to shade the eyes, the remainder of the veil being drawn over the crown of the hat and tucked away out of sight.

Intimidated, perhaps, by the accounts of the frequent jewel thefts of late, women are carefully locking up their pearl necklets, their diamond brooches and their sapphire rings, and are substituting in their stead ornaments made from semi-precious stones artistically set or arranged in conjunction with black silk cord. Collars are more worn than ever—jade, malachite, steel, coral, ivory, mother of pearl, ebony and onyx, galatite, Venetian beads decorated with a line of gold, amethyst, opal, turquoise matrix, and hosts of varied and bright-coloured beads figuring in their composition. There is quite an art in choosing stones to match a dress of a certain type and mounting them in conjunction with a silk thread, so that the result adds the right note of decoration. An ivory Chinese silk or crepe de Chine frock will be a foil for a necklet of ivory beads strung on a scarlet silk thread, terminated by a plaque of ivory engraved with a Chinese characteristic; a jade plaque will be suspended on a sleek black silk cord ending in a couple of tassels; jade beads will be strung into a necklet and worn with a black velvet gown, and the necklet will be made so long that it will fall in a rippling cascade down the front of the frock and then be looped up on to the wrist of the wearer. Ivory, jade and ebony Buddhas are worn hanging to a cord in keeping with the colour of the dress. Steel beads and ornaments form a relief for a navy serge frock, whilst ebony and jet provide a happy contrast for white and ivory tinted backgrounds. Opal necklets become more and more popular, and turquoise matrix is coming back into favour. Beads, "apparently" manufactured from every possible substance, are utilised when it is a question of feminine adornment. Wood, cut into long oval shapes, crystal and jet are, so far, the most popular. These are chosen to match the colours of the embroidery on one's dress or the trimming on one's hat, and the most fascinating effects can thus be obtained—effects which conjure up all that the Orient and the East have of colour and imagination.

When women do wear their pearl necklets now they wear them twisted round the wrist, except on occasions when they don a high necked blouse or frock; then the necklet is worn on the very edge of the high collar so as to outline underneath the chin, and the slack loops are allowed to drop over each side. Whether this may be considered as a passing whim or whether it will remain in vogue as long as "high necks" remains to be proved.

To match her necklets and, incidentally, her frocks, Madame will wear earrings this season. They, also, will be designed of semi-precious stones or jewel substitutes, and will match those chosen for the necklet when both are worn at the one time. Long pendant drops and ornaments of a pendulous nature will be favoured, but more than any other type, the crescent which Hindu women bore through their ears will serve as inspiration for the adornment of modern European elegantes. Rings of jade, mother of pearl, ivory and ebony will drop from their ears and take the place for the time being of the delicate pearl that used to snuggle into the rose-pink lobe of its owner. The most original idea of all will be to make use of a strand of elephant's hair. (This, by the way, is supposed to bring luck untold to its wearer.) For ear-rings, the hair will be encased in a frame of gold, this being inset into a band of ivory or ebony, shaped as a circle. An elephant's hair set in gold

(Continued at foot of next column.)

THE BRITISH ELECTRICAL & ENGINEERING CO. OF CHINA.

LIMITED.

COMPRISING:—

|                                     |                                        |                                         |                                  |
|-------------------------------------|----------------------------------------|-----------------------------------------|----------------------------------|
| E. A. Parsons & Co., Ltd.           | Turbines, Condensers                   | National Gas Engine Co., Ltd.           | Oil & Gas Engines, Gas Producers |
| Bancashire Dynamo & Motor Co., Ltd. | Alternators, Dynamos, AC. & DC. Motors | British Switchgear, Ltd.                | High & Low Tension Switchgear    |
| Mather and Platt, Ltd.              | Synchronous Motors                     | Brook-Hirst & Co., Ltd.                 | Switch Boards                    |
| Bruce Peebles & Co., Ltd.           | Motors Converters                      | Erskine Heap & Co., Ltd.                | Automatic Switchgear             |
| Mirreles Bickerton & Day, Ltd.      | Turbine Pumps                          | Whipp & Bourne, Ltd.                    | Motor Starters                   |
|                                     | Diesel Engines                         | British Electric Transformer Co., Ltd.  | Transformers                     |
|                                     |                                        | W. T. Henleys Telegraph Works Co., Ltd. | Electric Wires and Cables        |

The travelling representative of the above Company is at present in Hongkong.

For Quotations and Specifications address:—

Hongkong P.O. Box 93.

**Glover's Dog Remedies**

Learn the Cure and Prevention of the Diseases of your dog. Book on "Dog Diseases and How to Feed" Sent free on request.

H. C. Glover Co., Inc.  
118 West 31st St.  
New York, U.S.A.  
Agents: HULLER & PHIPPS  
100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

**SANTAL MIDY**

These tiny Capsules—superior to Copaliba, Cubeba, and Infusions—CURE the same diseases as these drugs in **FOURTY- EIGHT HOURS** without inconvenience.

Each Capsule bears the name, **Paris, 8, rue Vivienne** Sold by all Chemists.

INSPIRED BY DEAD HUSBAND  
FAMOUS NOVELIST STILL TO USE COLLABORATOR'S INITIALS.

The famous Williamson novels are to continue though death has dissolved the partnership—C.N. and A.M.

Mrs. Williamson, fresh from her American trip, gave an *Evening Standard* representative a striking account of her plans.

"The thing which is making life with a capital for me," said Mrs. Williamson, "and not just existence, is the wonderful feeling that I am really in touch with my husband, who is more than ever to me now. I haven't gone to any mediums, but he just lives at my side. I seem to hear him speak and advise me about things when I write. This makes me feel that I want to keep both our names still, when I—or we—write. I couldn't take any interest if his name were to disappear. When my husband was in this world it was always I who did the writing of our stories and thought of the plots, but he advised me and helped me."

"He made out our tours, and I had his notes as well as my own, of scenery and travelling adventures. And now! The help is more intimate than before. If I'm ever at a loss for a word or an idea it comes—with what seems to be a voice. I can't explain it. But there it is. So it is no wonder that both our names will appear on my forthcoming novel."

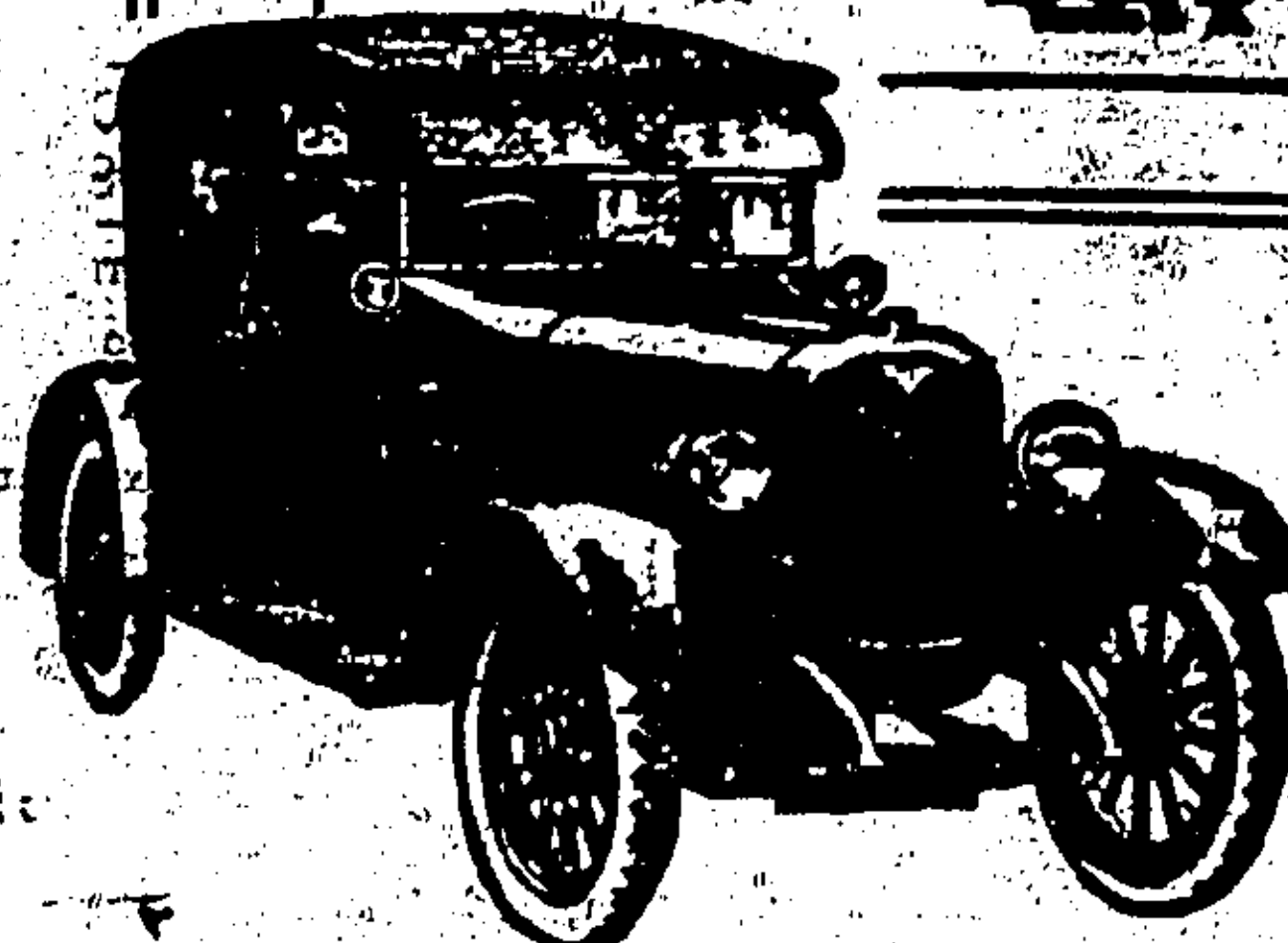
Mrs. Williamson is an American by birth. With her husband she has been responsible for more than two dozen books.

In this way and then surrounded with narrow bands of jet will be another manner of treating this new and somewhat original substance. As well as being made up into earrings, elephant's hair, encased always in a half sheath of gold, is being worn in the form of rings both by men and women. For those who are superstitious and believe an inanimate object capable of bringing bad or good luck there are now armlets made of ivory into which is set a strand of the alleged luck-bringing elephant's hair. These new creations take the place of the gold armlets, which have completely disappeared for the time being.

The **AUSTIN** **TWENTY**

A Triumph of British Industry

Built at the largest automobile works in the Empire and of world-wide fame for the remarkable successes it has attained in trials and tests, the Austin Twenty demands the instant attention of overseas motorists. In the Austin Twenty you have a super-car at a moderate price. It is a thoroughly tested car, built upon proven principles, and particularly suitable for overseas conditions. Get in touch with local distributors.



THE AUSTIN MOTOR Co., Ltd., Northfield, Birmingham, England



**Asahi Beer**

SPECIALLY BREWED FOR EXPORT

**DAI NIPPON BREWERY COMPANY, LIMITED.**

TOKYO, JAPAN.

SOLE AGENTS:

**MITSUI BUSSAN KAISHA, LTD., HONGKONG.**

Beautify your Home by using—  
**"SYNOLEO"**

The famous "Oil Bound" **DISTEMPER** (Colour-wash)

"SYNOLEO" is in paste form, and only requires thinning with cold water to be ready for the Brush. Is easily applied.  
"SYNOLEO" does not rub off on the Clothes. Colours fast to light and retain their appearance for years.  
"SYNOLEO" is manufactured in the most delicate tints and the deepest shades.  
"SYNOLEO" is the latest product in Distempers, and is superior to all others—Commands a very large sale throughout China.

STOCKED IN HONGKONG & SHANGHAI in many attractive Colours.

TINT BOOK and full particulars from:—  
Branch Houses of Manufacturers  
**WILKINSON, HEYWOOD & CLARK, LIMITED.**  
(Great Britain's Largest Paint Makers.)  
Alexandra Buildings, HONGKONG. International Building, SHANGHAI.

**SANITARY WASHABLE HALL'S DISTEMPER**

THE KING OF WATER PAINTS.

The scientific ideal of a wall covering is one that is not only beautiful, but easy to keep clean, fire proof, absolutely fast in colour, and when applied a thorough disinfectant. No wall covering conforms so closely to these requirements as Hall's Sanitary Washable Distemper which has the important advantages of being most economical and durable.

Hall's Distemper is applied with a whitewash brush, saving much in the cost of labour.  
It sets hard, kills microbes and vermin, and disinfects.

It is made in a wide range of 70 colours, including rich dark as well as light tints. The colours never fade, enabling furniture and pictures to be moved about a room without showing discoloured walls.

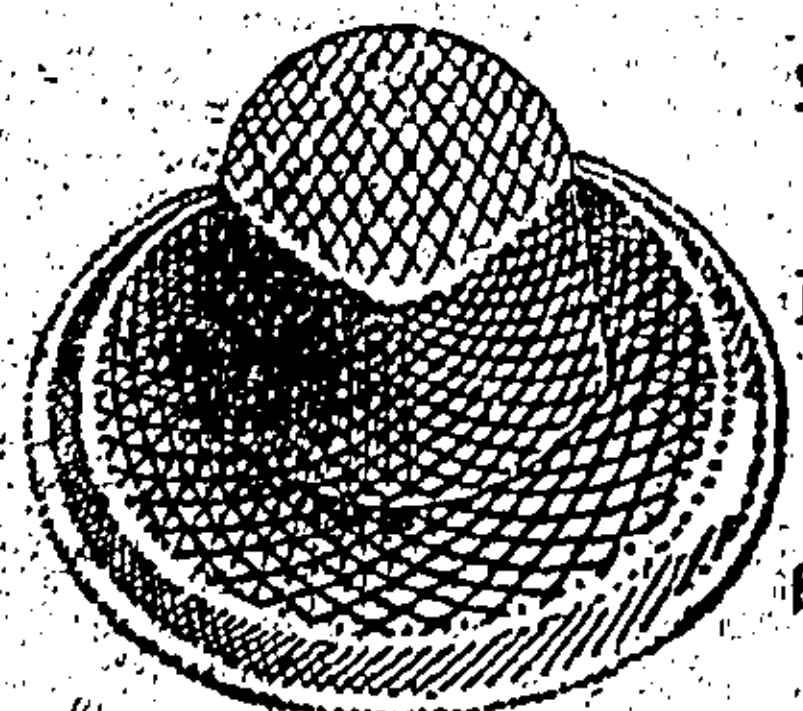
Hall's Distemper decoration may be washed by lightly sponging down with clean tepid water. It remains clean, sweet and fresh for years.

\*Shade card and full particulars post free on application to:—

**WM. C. JACK & CO., LTD.**

14, DES VOGES ROAD CENTRAL.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA



Just Received from Manila

A Fine Assortment of

**HEMP HATS for LADIES**

in different shapes and assorted colours

Inspection cordially invited.

**SWATOW DRAWN WORK CO.**

14, Des Vaux Rd. Central, Phone No. 2860.



## DODWELL &amp; CO., LIMITED.

Regular Sailings to  
NEW YORK and/or BOSTON

Via Suez or Panama Canals at Owners' Option.

## LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT,  
BLACK SEA & DANUBE PORTS.  
PIUM having been re-opened for traffic, cargo is also accepted for this port  
on through Bills of Lading.FOR BRINDISI, VENICE & TRIESTE  
via SINGAPORE, PENANG & COLOMBO.

"CILICIA" ... sailing on or about 10th Aug.

FOR SHANGHAI

"CILICIA" ... sailing end of July.  
Passengers' Luggage can be insured at the Office of the Agents.

## NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service to  
SOUTH AFRICAN PORTS from CALCUTTA & COLOMBO.  
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,  
Agents.

## N. Y. K.

## NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung,  
Shanghai & Japan portsCargo to Overland Points U.S. in connection with Great Northern Northern Pacific  
and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU ... Tuesday, 12th July, at 11 a.m.

SUWAMARU ... Friday, 29th July, at 11 a.m.

FUSHIMI MARU ... Tuesday, 23rd Aug., at 11 a.m.

KATORI MARU ... Friday, 9th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez  
Port Said and Marseilles.

KAGA MARU ... Friday, 8th July, at 11 a.m.

YOKOHAMA MARU ... Saturday, 21st Aug., at 11 a.m.

ELEIST ... Friday, 6th Aug., at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.  
LIVERPOOL & MARSEILLES via Suez.

TSUYAMA MARU ... First half of July.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday  
Island, Townsville & Brisbane.

NIKKO MARU ... Tuesday, 19th July, at 11 a.m.

AKI MARU ... Tuesday, 18th Aug., at 11 a.m.

TANGO MARU ... Tuesday, 20th Sept., at 11 a.m.

NEW YORK via PANAMA.  
TAKEYOYO MARU (via Suez) ... Beginning of July.SOUTH AMERICAN PORTS via CAPE,  
KANAGAWA MARU ... Friday, 16th SeptemberBOMBAY & COLOMBO via Singapore.  
CALCUTTA MARU ... Thursday, 30th June.CALCUTTA & RANGOON via Singapore & Penang.  
MURORAN MARU ... Monday, 11th July.JAPAN PORTS—Nagasaki, Kobe & Yokohama.  
AKI MARU ... Sunday, 17th July, at 11 a.m.SHANGHAI, KOBE & YOKOHAMA.  
YEBOSHI MARU ... Sunday, 3rd July.

MISHIMA MARU ... Thursday, 7th July, at 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA  
S. YASUDA, Manager.  
Telephone Nos. 227 & 223.YAMASHITA KISEN KAISHA  
(THE YAMASHITA S.S. Co. Ltd.)REGULAR FREIGHT & PASSENGER SERVICE  
BETWEENKEELUNG, HONGKONG & HAIPHONG.  
Sailing from Hongkong.FOR HAIPHONG via Pakhoi  
S.S. "TAIKWA MARU" ... on or about 7th July.FOR KEELUNG via Swatow & Amoy  
S.S. "HOZUI MARU" ... on or about 7th July.

For further particulars, please apply to—

M. KOBAYASHI,  
Agent,  
No. 37, Bonham Street, West,  
Tel. No. 155.  
Top Floor, King's Building,  
Tel. No. 140.

## TRADE RECOVERY.

A TEN-YEARS' TASK.

CALL FOR ECONOMY AND LOWER  
TAXES.The 73rd annual meeting of the Association  
of Trade Protection Societies of the  
United Kingdom was held on May 11th  
at the Hotel Cecil, Strand. Mr. Walter  
Huntman (President) was in the chair.The President, in his address, said his  
one great regret in connection with  
present industrial disputes was that the poli-  
tician so often intervened. He had had  
experience both in and out of office, and  
he had always held that the less a Minis-  
ter had to do with trade disputes the  
better it would be for industry and for  
the country. During the last few years  
the individual found it impossible to  
avoid making profits, and it was thought  
that this state of things was likely to last.  
"That was a fool's paradise," (Cheers.)  
The folly of thinking that this apparent  
prosperity would endure was largely  
responsible for the sensational collapse of  
last year. Had it not been for the care-  
ful and conservative attitude of our great  
banks, the soundness of our financial  
position would have been imperilled; and  
the remarkable features of the present  
decline was that there had not been any  
whisper of suspicion in regard to the  
soundness of any one of these great finan-  
cial institutions. (Cheers.) We had got  
rid, to a large extent, of Government con-  
trol, and he wished we had got rid also  
of the fragments of it. Then, there were  
State monopolies, which were equally bad;  
and we had an example of that in the coal  
trade. No one could have imagined that  
State control would have been so directly  
responsible for ruining our coal export  
trade.

## A TEN YEARS' TASK.

What must we do to regain our old  
level? We must restore regulation by  
fixing the natural level of prices; we  
must allow the free flow of produce; and  
we must allow the free flow of money.  
Next, we must stabilize foreign exchanges by  
natural means; we must obviously work  
towards the restoration of the gold stand-  
ard, and purify our currency. We had  
also to eliminate waste of every form and  
kind, whether in taxes or in man power.  
We wanted a complete peace—return to  
the supremacy of all the arts of peace;  
also the restoration to industry and com-  
merce of the money which was now taken  
too largely for taxes. If the present scale  
of taxation was continued recovery was  
impossible, for there were now large num-  
bers of men of strong position who had  
actually to borrow from their bankers in  
order to pay taxes. The manipulation  
of taxes would not solve the problem.  
If we could not increase the national  
revenue we must cut down the national  
expenditure. (Cheers.) He was afraid  
that we could not regain our position  
within a period of 10 years; and unless  
we were prepared to exercise the greatest  
frugality—individually and industrially  
—we should become a second-rate and not  
a first-rate Power.GOVERNMENT AND TRADE DISPUTES.  
At the luncheon, Mr. Stanley Baldwin,  
M.P. (President of the Board of Trade),  
said that Government control did not suit  
the best interests of this country. The  
whole of our industry had been built up  
by allowing the people free play. We had  
seen during the war a great deal of un-  
necessary interference with trade, and the  
necessary interference with trade and the  
condition which we formerly enjoyed the  
better would it be for the country. The  
Government was invited to interfere in  
trade disputes. A necessary prelude to  
industrial peace was that those who were  
directly concerned and possessed an intima-  
te knowledge of the conditions should  
be left to arrange and to settle all ques-  
tions of work and wages. It seemed to  
him that a great deal of the trouble we  
had in the country to-day was part of  
the necessary price of a free country.  
He thought that employers in the last  
generation had in many cases completely  
lost touch with their own men. This had  
been brought home to them very vividly,  
and they were often to be found suggest-  
ing that it was the duty of the Govern-  
ment to meet Bolshevik propaganda. It  
was not the duty of the Government to  
do that at all; it was the duty of the  
employers themselves. While he yielded  
to no one in his faith in the good sense  
of the people of England, we must  
remember that a mass of men was capable  
of being stampeded for a short time, and  
in a complex organization like our in-  
dustrial life a short stampede might do  
damage that it would take generations  
to set right.

## THE PORT OF LONDON'S

£2,770,000.

BIG INCREASES IN TONNAGE AND  
TARIFFS.A big increase in the tonnage of Port  
of London shipping is shown in the  
eleventh annual report of the Authority.  
The tonnage dealt with during the year  
ended December 31st, 1919, was 26,335,191  
as compared with 14,964,008 for 1918.  
Shipping paying river tonnage dues  
during the 12 months ended March 31st,  
1920, totalled 20,899,577 tons, against  
13,210,602 tons for the preceding 12  
months—a net increase of 7,688,975 tons.  
During the 12 months the Authority  
landed or received 2,609,181 tons of im-  
port goods for warehousing or for im-  
mediate delivery, an increase of 446,364  
tons, or 19.5 per cent. on that dealt with  
during the previous 12 months.  
The report states that to meet con-  
gestion the Authority provided an area  
of 2,500,000 square feet of additional  
storage space, which sensibly mitigated  
inconvenience to traders. The turn-  
round of ships is now approaching the  
normal.  
The receipts for the year were  
£2,305,801, and the total expenditure  
£2,531,726, leaving a balance of revenue  
of £2,774,075.  
It is estimated that the additional cost  
involved in the increase of wages to  
labour will amount to £1,955,000 a year.  
The general percentage addition to pre-  
war tariffs will now be added, have to  
be raised to 150 per cent.

## COTTON TRADE MODEL.

SIR C. MACARA'S PLAIN HINT TO  
THE COAL INDUSTRY.With all the intricacies of the coal  
industry, there are far less intricacies  
than in the cotton trade, and we have  
managed to get a scheme which has pre-  
served peace," said Sir Charles Macara  
when interviewed last month.  
Sir Charles, whilst agreeing that  
wages must come down if trade is to be  
restored, said the cost of living must  
come down first.It is an iniquitous proposition," he  
said, "to do as the mine-owners have  
done and demand wages which are below  
the cost of living."Capital and Labour should have met  
together and put such pressure on the  
Government as to compel them to abolish  
departments which never ought to have  
been established, and wipe out extra-  
vagances that are maintaining the high cost  
of living. We must be quit of these  
things before we can talk about reducing  
wages to any great extent.My remedy is that the Industrial  
Council, which has been ignored, should  
be brought into force. It has been  
ignored because of the jealousy of poli-  
ticians who feared they would have to  
take a back seat.The Prime Minister should be kept  
out. He has other duties.I hold that the miners and mine-  
owners should accept the Government  
offer of temporary relief for four months,  
and start straight away negotiating as  
to a statement which I consider can be  
arrived at.

## WEATHER REPORT.

June 26th, at 11.13.—Pressure has de-  
creased slightly over Ceylon, China, and  
Formosa, and increased slightly at Manila.  
It is nearly stationary at other reporting  
stations.The depression over Indo-China is slightly  
deeper and more southerly this morning.Hongkong rainfall for the 24 hours  
ending at 10 a.m. to-day, 0.15 inch. Total  
since January 1st, 54.53 inches against an  
average of 36.83 inches.The forecast for the 24 hours ending at  
noon to-day is as follows:—

| District                                                           | Forecast.                                    |
|--------------------------------------------------------------------|----------------------------------------------|
| Hongkong to Cap Rock                                               | E. winds, mo-<br>derate; fair to<br>showery. |
| Formosa Channel                                                    | The same as<br>No. 1.                        |
| South coast of China between (The same as<br>Hongkong and Lamocka) | No. 1.                                       |
| South coast of China between (The same as<br>Hongkong and Hainan)  | No. 1.                                       |

HONGKONG METEOROLOGICAL  
REGISTER

Hongkong Observatory, June 26th

|                | Previous Day | On Date   | On Date   |
|----------------|--------------|-----------|-----------|
|                | at 5 p.m.    | at 6 a.m. | at 3 p.m. |
| Barometer      | 29.67        | 29.66     | 29.66     |
| Temperature    | 87           | 80        | 81        |
| Humidity       | 65           | 87        | 89        |
| Wind Direction | ESE          | E         | SSE       |
| Force          | 2            | 3         | 4         |
| Weather        | c            | o         | op        |
| Rain           | 0.19         | 0         | 0.15      |

Highest open-air Temperature on 26th...88

Lowest open-air Temperature on 26th...79

## HONGKONG TIDE TABLE.

From June 27th to July 3rd, 1921.

|              | High Water   | Low Water    |
|--------------|--------------|--------------|
| Days of Week | Day of Month | Day of Month |
| Mon.         | 27           | 28           |
| Tues.        | 28           | 29           |
| Wed.         | 29           | 30           |
| Thur.        | 30           | 1            |
| Fri.         | 1            | 2            |
| Satur.       | 2            | 3            |
| Sun.         | 3            | 4            |

BOARD OF CONSERVANCY WORKS  
OF KWANGTUNG.

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

| Place of Observation | Highest W.L. ever recorded | Lowest W.L. ever recorded | W.L. on June 25 | W.L. on June 26 |
|----------------------|----------------------------|---------------------------|-----------------|-----------------|
| Wachow W. River      | +79.50                     | -2.42                     | —               | —               |
| Kongmoon W. River    | +14.70                     | -0.80                     | 9.00            | —               |
| Linkongchow N. River | +57.00                     | —                         | 17.50           | 15.50           |
| Samahui N. River     | +27.25                     | -5.00                     | 16.90           | 16.50           |
| Sheshing E. River    | +15.15                     | -0.98                     | 6.50            | 6.04            |

G. W. OLIVERSON,  
Engineer-in-Chief.INDO-CHINA  
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

|                              |             |        |           |         |
|------------------------------|-------------|--------|-----------|---------|
| HAIPHONG via HOIHOW          | "LOKSANG"   | Tues.  | 28th June | 8 a.m.  |
| BANGKOK via SWATOW           | "CHUNSAO"   | Tues.  | 28th June | 10 a.m. |
| STRAITS & CALOUTTA           | "FOOKSANG"  | Tues.  | 28th June | 3 p.m.  |
| KOBE via SHANGHAI            | "LAISANG"   | Wed.   | 29th June | Drigh.  |
| SHANGHAI & TAIKOW via SWATOW | "YUNOSHING" | Wed.   | 29th June | 10 a.m. |
| SANDAKAN                     | "YANNIS"    | Thurs. | 30th June | Noon    |
| MANILA                       | "WINGGANG"  | Fri.   | 1st July  | 3 p.m.  |

CALOUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and  
Singapore, returning from Calcutta steamers proceed via Straits  
and Hongkong to Japan, occasionally calling at Shanghai.  
All steamers have excellent passenger accommodation, are  
fitted with Electric Light and Fans and carry a fully-qualified  
Surgeon.SHANGHAI LINE.—Sailings approximately every five days between Canton and  
Shanghai, sometimes calling at Swatow. Through tickets can  
be obtained and through Bill of Lading are issued to all  
Northern and Yangtze Ports via Shanghai.MANILA LINE.—A weekly service is maintained with Manila by vessels with good  
passenger accommodation, sailing from both ports every Friday.BAIFONG LINE.—Sailings approximately weekly for passengers and cargo,  
call at both when indicated on the schedule.BOERVO LINE.—One sailing per month between Hongkong and Sandakan by  
a steamer having up-to-date accommodation for passengers.  
(Cargo taken on through Bills of Lading for Kuala, Jesselton,  
Labuan, Tawau and Lahad Datt).TIENT-SI LINE.—A regular service is run from March to November between  
Hongkong and Tientsin, calling at Weihaiwei and Chefoo.BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok,  
via Swatow, by four steamers fitted with up-to-date passenger  
accommodation.

## CALCUTTA LINE.

S.S. "FOOKSANG" will be despatched on or about  
Tuesday, 28th June, at 3 p.m., for SINGAPORE, PENANG &  
CALCUTTAThrough Bills of Lading issued to RANGOON, PORT SWET-  
TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson &amp; Co., Ltd.

GENERAL MANAGERS.

TELEPHONE No. 215.

GLEN AND SHIRE  
Joint Service of Steamers.U.K.—STRAITS, CHINA & JAPAN SERVICE.  
OUTWARDS.

| Vessel           | Discharges |
|------------------|------------|
| M.V. "GLENLUCE"  | 2nd July.  |
| S.S. "GLENSHANK" | 10th July. |

| Vessel          | Leaves Hongkong | Discharges                  |
|-----------------|-----------------|-----------------------------|
| M.V. "GLENLUCE" | 5th July        | GENOA, LONDON & HULL        |
| M.V. "GLENLUCE" | 25th July       | LONDON, ROTTERDAM & HAMBURG |
| M.V. "GLENLUCE" | 25th July       | GENOA, LONDON & HAMBURG     |

Movements are subject to change without notice.  
For freight or further particulars please apply to—

Jardine, Matheson &amp; Co., Ltd.

The Glen Line, Ltd., AGENTS.

Tel. No. 71 and 5 or 23 and 2694.

Cable Address

Kawakisa, Kobe.

Bentley's A.R.C. 5th Ed.

and Scott's Codes.

Telephone: Sannosaki

3844, 3833.

## KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP . . . . . ¥20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MASA ARA

The Company has on hand a Large Number of

## NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—  
Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management:—

Twenty steamers of about 9,100 tons deadweight each.  
Two steamers of about 6,400 tons deadweight each.  
(Belonging to the Kawasaki Dockyard Co., Ltd.)For Charter Rates and all other particulars apply to the  
KAWASAKI KISEN KAISHA.

No. 8, Bohn, Kans.







## AMERICAN &amp; ORIENTAL LINE

NEW YORK via Suez

"OCEAN MONARCH" ... via Suez ... 10th July.  
Subject to change without notice.

ORIENTAL AFRICAN LINE.  
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA  
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH  
& CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.  
Managing Agents."ELLERMAN" LINE.  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

JAPAN, CHINA &amp; STRAITS

UNITED KINGDOM & CONTINENT.  
LONDON GLASGOW, ROTTERDAM & HAMBURG  
"CITY OF BRISBANE" ... 10th July.

Subject to change without notice.

For particulars of sailings shippers are requested to apply  
to the undersigned.  
THE BANK LINE, LTD.  
or to RINE & CO. CANTON General Agents.

## NEW YORK DIRECT

Joint service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"DEUCALION" ... via Suez Canal ... 3rd July.  
"CITY OF NORWICH" ... via Suez Canal ... 15th July.

\* Calls at Boston

Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to change without notice.

For freight and particulars apply to—  
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.  
HONGKONG AND CANTON, REISS & CO., CANTON.

## C. N. C.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

| To                        | Steamer    | To Sail               |
|---------------------------|------------|-----------------------|
| SWATOW and BANGKOK        | "KANCHOW"  | On 28th June, 10 A.M. |
| SHANGHAI & FUKOW          | "KINLIANG" | On 28th June, 5 P.M.  |
| SHANGHAI                  | "SUNNING"  | On 30th June, Noon.   |
| SHANGHAI & TIENTSIN       | "CHENAN"   | On 2nd July, 4 P.M.   |
| BOHAW, PAKHOI & HONG KONG | "KAIKONG"  | On 3rd July, 9 A.M.   |
| SHANGHAI & FUKOW          | "SZECHUEN" | On 5th July, 4 P.M.   |

SHANGHAI LINE—PASSENGER, MAILS and CARGO.  
Excellent Saloon accommodation. Electric Fans in Saloon and  
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three  
weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all  
Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding  
the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via  
Swatow.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE, Agents.

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good  
accommodation for First-Class Passengers Electric Light and Fans in classrooms  
and Saloons and Kitchens and cabins.

FOR

SWATOW, AMOY & FOOCHOW  
AND RETURN

(Occupying 9 to 10 Days).

"HAIHONG" ... Capt. W. C. Pasmore TUESDAY, June 28th, at 12 Noon.  
"HAIHONG" ... Capt. A. H. Stewart FRIDAY, July 1st, at 12 Noon.  
"HAIHONG" ... Capt. W. Cooper TUESDAY, July 5th, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Black Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.  
General Managers.P. & O. - British India  
Apcar and  
Eastern & Australian  
Lines

(COMPANIES Incorporated in ENGLAND).

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, India, Persian Gulf, West Indies,  
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING  
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,  
EGYPT, EUROPE, ETC.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

| S.S.      | Tons  | From Hongkong (about) | Destination                  |
|-----------|-------|-----------------------|------------------------------|
| "DILWARA" | 5,400 | 8th July              | Singapore, Colombo, & Bombay |
| "SYRIA"   | 7,000 | 23rd July             | Marseilles, London & Antwerp |
| "KALYAN"  | 9,000 | 6th Aug.              | Marseilles, London & Antwerp |
| "MANILA"  | 7,300 | 18th Aug.             | Marseilles, London & Antwerp |
| "KASHMIR" | 9,000 | 2nd Sept.             | Marseilles, London & Antwerp |
| "KHYBER"  | 9,000 | 16th Sept.            | Marseilles, London & Antwerp |
| "SOMALI"  | 7,000 | 30th Sept.            | Marseilles, London & Antwerp |

## BRITISH INDIA - APCAR SAILINGS (South)

"TORRILLA" ... 5,900 ... 15th July. ... Calcutta via S. Pore Pang & R. goon

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

|           |       |                 |                                           |
|-----------|-------|-----------------|-------------------------------------------|
| "EASTERN" | 4,500 | 29th June, Noon | Singapore, Thursday Island                |
| "KANOWNA" | 7,000 | 25th July       | Townsville, Brisbane, Sydney & Melbourne. |

## SAILINGS TO SHANGHAI &amp; JAPAN

|           |       |                   |                   |
|-----------|-------|-------------------|-------------------|
| "DILWARA" | 5,400 | 27th June 10 A.M. | Shanghai only.    |
| "SYRIA"   | 7,000 | 28th June.        | Shanghai & Japan. |
| "KALYAN"  | 9,000 | 5th July.         | Shanghai & Japan. |
| "KANOWNA" | 7,000 | 5th July.         | Japan direct.     |

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets interchangeable.  
1st Saloon Passengers may travel by B.S.N. Company's Steamers between Singapore  
and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets  
Singapore to Colombo.  
All Cabins are fitted with Electric Fans free of charge.  
Steamers and sailing dates are liable to be cancelled or altered without notice.  
Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's  
Office up to Noon on the day previous to sailing.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding  
arrival of consignments expected of which they have received documents or advice.  
Any damaged packages must be left in the Godowns for examination by the Consignees,  
and the Company's Surveyors, Messrs. Gordon & Douglas, at 10 A.M. on MONDAYS and  
THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here,  
after which date they cannot be recognised. No Claims will be admitted after the goods  
have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—  
MACKINNON, MACKENZIE & CO., Agents.  
22, Des Voeux Road Central, HONGKONG.

O. S. K.  
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct  
service via Singapore and Port Said.

"SIAM MARU" ... Tuesday, 28th June

BUENOS AIRES—RIO DE JANEIRO, SANTOS, MAURITIUS

DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

"TACOMA MARU" ... Friday, 8th July.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"KASADO MARU" ... Friday, 1st July.

DELI & BANGKOK via SINGAPORE & SINGAPORE—Regular monthly service

"BUSHO MARU" ... Friday, 1st July.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and  
Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—  
Via Shanghai and Japan—Regular fortnightly passenger service touching at  
intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in con-  
nection with Chicago Milwaukee and St. Paul Railway.

"ARABIA MARU" ... Saturday, 9th July.

"ARIZONA MARU" ... Wednesday, 20th July.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco,  
Panama and Cuban Ports.

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Shanghai, Yokohama & Kobe. ... Sunday, 28th June.

"HIMALAYA MARU" ... Sunday, 28th June.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommo-  
dation for 1st and 2nd class saloon passengers and will arrive and depart from the O.R.K.  
wharf near the Harbour Office.

"AMAKURA MARU" ... Sunday, 3rd July.

TAKAO via SWATOW & AMOY ... Thursday, 30th June.

"BOHAW MARU" ... Thursday, 30th June.

For sailing dates and further particulars please apply to—  
Y. TABAUDA, Manager,  
No. 1, Queen's Building.

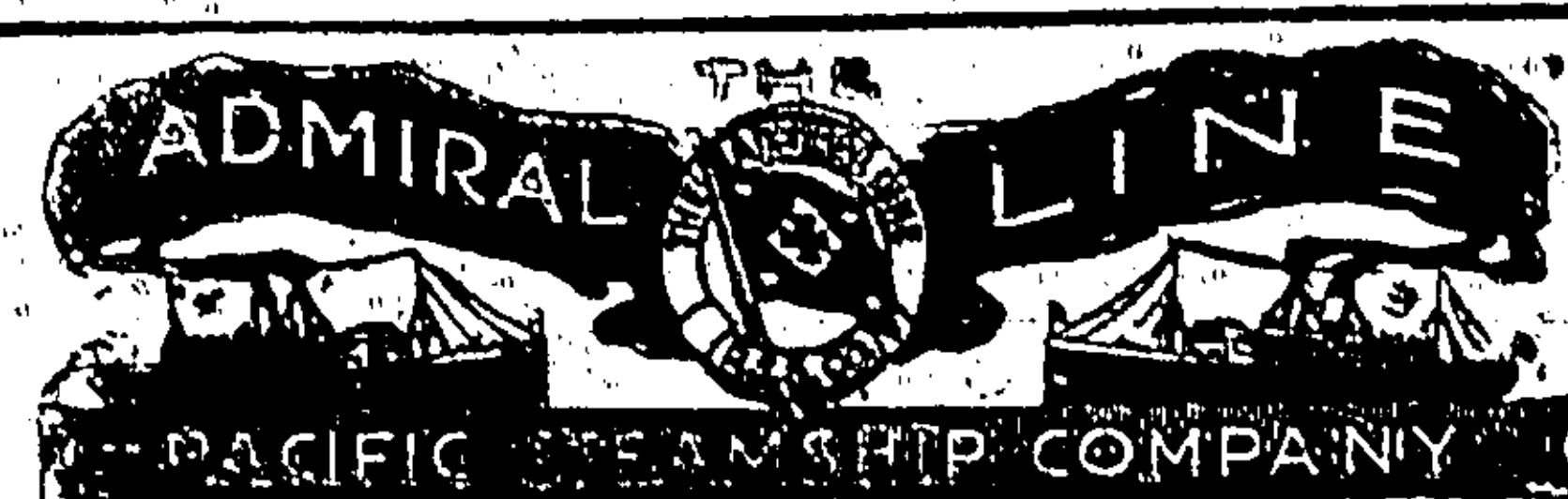
## AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer ... Arr. Hongkong from Australia ... In Hongkong for Australia

SAILING SERVICE TO AUSTRALIA

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply  
of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light  
throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is on board.  
Reduced Fares. Cargo booked through to all Australia, New Zealand & Tasmanian Ports.  
For freight and passage apply to— BUTTERFIELD & SWIRE, Agents.



Operating the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE.  
FOR VICTORIA, VANCOUVER, SEATTLE  
(Calling Shanghai & Japan Ports).

|                          |               |                |
|--------------------------|---------------|----------------|
| S.S. "WHEATLAND MONTANA" | From Hongkong | Arrive Seattle |
| S.S. "SILVER STATE"      | July 30th     | Sept. 2nd.     |
| S.S. "CROSSKEYS"         | Aug. 13th     | Sept. 15th.    |
| S.S. "KEYSTONE STATE"    | Aug. 15th     | Sept. 17th.    |
| S.S. "WENATCHEE"         | Sept. 2nd     | Oct. 2nd.      |

FOR PORTLAND DIRECT

(Calling at Shanghai, Kobe &amp; Yokohama).

S.S. "COAXET" ... July 22nd.

Through Bills of Lading issued to Overland Commerce points.

Passenger and Freight Particulars.

## THE ADMIRAL LINE

Telephones 2477 &amp; 2478.

5th Floor, Hotel Mansions. [71]

THE ADMIRAL LINE  
PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO  
SAIGON-SINGAPORE-BATAVIA  
and other JAVA PORTS.  
PASSENGERS & FREIGHT.

S.S. "CADARETTA" ... Sailing July 5th.

FREIGHT ONLY.

FOR SAIGON-SINGAPORE-JAVA PORTS.  
S.S. "LAKE ONAWA" ... Sailing Aug. 3rd.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

5th Floor, Hotel Mansions, Telephone 2477 & 2478. Passenger Office,  
Queen's Building, 2, Ice House St.

[432]

## SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "BELLFLOWER" ... to NEW YORK ... July 15th.

For freight space and particulars apply to—

BARBER STEAMSHIP  
LINES, INC..

THE ADMIRAL LINE,

TELEPHONE

2477 &amp; 2478.

AGENTS

SEE FLAG

HOTEL MANSIONS.

[178]

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

| DESTINATION   | STEAMER & DISPLACEMENT | SAILING DATE           |
|---------------|------------------------|------------------------|
| SHANGHAI, ... | "PORTHOS" ... 20,000   | On or about 18th July. |

|                                                                                    |                      |                         |
|------------------------------------------------------------------------------------|----------------------|-------------------------|
| MARSEILLES via<br>SAIGON, SINGAPORE,<br>COLOMBO,<br>DUEBOUL, SUEZ<br>PORT SAID ... | "PORTHOS" ... 20,000 | During 1st part of Aug. |
|------------------------------------------------------------------------------------|----------------------|-------------------------|

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. BODENFUSER,  
Acting Agent,  
Queen's Building.

Telephone 740

## CHINA-AUSTRALIA MAIL S.S. LINE

FOR AUSTRALIAN PORTS VIA MANILA &amp; SANDAKAN.

"VICTORIA"

June 30th.

For Freight and Passage, apply to—

THE CHINA &amp; AUSTRALIA S.S. CO., LTD.

99 Tel. 3207

118, Cornhill Road, Canton.



\* Correspondence bearing vessel's name only.

M. MONTAGIS,  
Manager.  
Hongkong January 20th, 1921

This advertisement is issued by Westminister Tobacco Co., Ltd.

3. Des Vaux Road Central,  
Hongkong, September 1st 1920.

Printed and Published by HENRY A.

Hampton, October 1st, 1929

J. USANG LY,  
Manager,  
Hongkong, July 7th, 1919. (80

Deposits in Local Currency and in Gold  
Terms on application.  
Every description of Banking and Exchange  
business transacted.

Interest allowed on Current Accounts  
Fixed Deposits at rates which will be q  
on application.

Hongkong, February 7th, 1921.

Chief Manager  
Hongkong, October 1st, 1920